

# Hongkong Daily Press.

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HONGKONG, TUESDAY, AUGUST 14TH, 1900.

式拜禮

號肆拾月捌年百九千壹英港香

PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

A FINE OLD BRANDY.

**WATSON'S B BRANDY**

IS ONE OF HENNESSY'S SOUNDEST PRODUCTS  
AND AT \$21 PER CASE IS THE BEST VALUE  
IN THE HONGKONG MARKET.

**A. S. WATSON & CO., LIMITED.**  
WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

[a1632]

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

**NAPIER JOHNSTONE'S**

**SQUARE BOTTLE WHISKY**

The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for it—  
LANE, CRAWFORD & CO.  
Hongkong.

**JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.**

This World-renowned  
FINE OLD HIGHLAND WHISKY are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
G. C. ANDERSON,  
No. 13, Praya Central.  
Hongkong, 26th July, 1897.

**CUTLER, PALMER & CO.'S**

PRICE \$10.75 PER DOZEN

NET

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
**SIEMSEN & CO. Hongkong.**

**VICTORIA CYCLE EMPORIUM.**

THE pleasure of cycling consists in having  
a first class Machine, and the above Estab-  
lishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fitting of every description.  
Repairs can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a speciality.

**McKIRDY & CO.,**  
43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899.

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**

TIME TABLE.

**WEEK DAYS.**  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
11.00 a.m. to 1.30 p.m. Every quarter of an hour  
1.30 p.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 8.00 p.m. Every ten minutes  
Night cars at 8.45 p.m. and 9 p.m., and from  
9.45 p.m. to 11.15 p.m. every half hour.  
**SATURDAYS.**  
Extra Night cars at 11.30 and 11.45 p.m.  
**SUNDAYS.**  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
11.00 a.m. to 1.00 p.m. Every quarter of an hour  
1.15 p.m. to 2.15 p.m. Every quarter of an hour  
2.45 p.m. to 8 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m., and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SONS,**  
General Managers.  
Hongkong, 1st May 1899.

PROFESSIONAL NOTICE.

**DENTON E. PETERSON,**  
DOCTOR OF DENTAL SURGERY,  
10, DES VEXES ROAD, CENTRAL.

**D. PETERSON** wishes to announce that  
he has RESUMED his DENTAL  
PRACTICE in South China and may be  
consulted at his New Office—  
10, DES VEXES ROAD CENTRAL, 1ST FLOOR.  
Hours 10 A.M. to Noon, 2 to 5 P.M.  
Hongkong, 28th July, 1900.

**MANILA CIGARS.**

ALWAYS ON HAND THE BEST MARKS

FROM  
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.  
**J. M. DE ZUNIGA,**  
No. 9, QUEEN'S ROAD CENTRAL.  
Entrance: ICE HOUSE STREET (New Victoria Hotel)

**SUMMER DRINKS.**

**WATKINS' FRUIT SYRUP**

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND  
REFRESHING BEVERAGE.

RASPBERRY. BANANA.  
BLACKBERRY. STRAWBERRY.  
LEMON. LEMON SQUASH.  
PEACH. ORANGE.  
PINEAPPLE. CHERRY, &c., &c.

MANUFACTURED ONLY BY

**WATKINS, LIMITED,**

CHEMISTS AND AERATED WATER MANUFACTURERS.

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**BISMARCK & CO.,**

27 & 28A, PRAYA CENTRAL.

**NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION AND COAL  
MERCHANTS** Hongkong and Port Arthur. CONTRACTORS for the GERMAN  
and FRENCH NAVY in Hongkong. RUSSIAN NAVY. CHINESE EASTERN RAIL-  
WAY CO. RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.



**CANADIAN CLUB WHISKY.**

**HIRAM WALKER & SONS, LIMITED.**

The most popular **RYE WHISKY** in the Far East.

SOLE AGENTS—

**CALDBECK, MACGREGOR & Co.,**

15, Queen's Road.

**COTTAM & CO.,**

HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in  
SILK or INDIA GAUZE).

WHITE CANVAS BOOTS and SHOES, &c., &c.

**FRENCH ISIGNY BUTTER.**

**FRESH SUPPLY JUST RECEIVED**

IN PRIME CONDITION.

PRICE PER 1 LB. TIN ... \$0.80

" " 2 " " " " " \$1.55

**LANE, CRAWFORD & CO.**

**PHOTOGRAPHIC**

PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAK'S FILMS AND ACCESSORIES.  
DEVELOPING AND PRINTING UNDERTAKEN.

**A. CHEE & Co.,**

17A, QUEEN'S ROAD, HONGKONG.

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned—

**SUPERB OLD COGNAC,**

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

**THE ELITE OF WHISKY:—**

**THE "PALL MALL,"**

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**O. P. & Co.'s OWN SPECIAL**

**BLEND WHISKY,**

\$10.75 PER DOZ.

Very soft, palatable, and mature.

VERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—**SIEMSEN & CO., Hongkong.**

**C.P. & Co.'s INVALIDS' PORT,**

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassell.

**DOURO PORT,**

\$14.25 PER DOZ.

A fine, full, and fruity wine.

**AMOROSO SHERRY,**

\$20 PER DOZ.

**LA TORRE SHERRY,**

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

**BENEDICTINE LIQUEUR—**

**D.O.M.,**

\$30.75 PER DOZ.

For full particulars apply to  
**HUGHES & HOUGH,**

**BLATZ.**

**THE STAR MILWAUKEE BEER.**

PER CASK OF 10 DOZ. PINTS ... \$25.00

SOLE AGENTS—

**H. PRICE & CO.,**

12, QUEEN'S ROAD.

**ROBINSON PIANO CO., LD.**

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS  
OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH  
BY THE MAKERS AND OURSELVES.

**ROBINSON PIANO CO., LD.**

**THE VICTORIA DISPENSARY,**

HONGKONG.

AERATED WATERS.  
SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

**HATCH MANSFIELD**

(HATCH MANSFIELD & CO., LTD.)

**VINTAGE WINE MERCHANTS.**

1, COCKSPUR STREET, LONDON, S.W.

DIRECTORS:

E. F. G. HATCH, Esq., M.P., Chairman.  
EARL OF DENBIGH  
LORD LIONEL CECIL  
HON. SIDNEY GREVILLE  
HON. A. GROSVENOR  
HON. JAMES MANSFIELD  
HON. FITZROY STEWART  
C. J. FORBES, Esq.

**VITAL POINTS FOR WINE BUYERS.**

IN WHAT YEAR WAS THE WINE GROWN?

WHERE WAS IT GROWN?

HOW WAS IT GUARANTEED?

The Hatch Mansfield Price List contains a complete list of Vintages, based on the accepted  
verdict of connoisseurs, and clearly distinguishing the good from the Bad or Indifferent Vintages.  
The authenticity of every wine and spirit quoted is guaranteed independently by the best known  
growers, shippers, and distillers.

PRICE LISTS ON APPLICATION.

**LINSTEAD & DAVIS,**

AGENTS, HONGKONG.

Hongkong, 9th August, 1900.

**AUCTIONS**

**PUBLIC AUCTION.**

THE Undersigned have received instructions  
to Sell by Public Auction,  
FOR AND ON ACCOUNT OF THE CONCERNED,  
on  
MONDAY,  
the 20th August, 1900, at 3 P.M.,  
on the Spot,  
THE FOLLOWING  
VALUABLE PROPERTY, VIZ:—

Inland Lot No. 910, Yaumati, divided into 17  
Building Sites 50 feet deep and having a  
Frontage of 15 feet, bounded on the front by a  
public street 50 feet wide and at the back by a  
public lane 15 feet wide.

Inland Lot No. 911, Yaumati, adjacent to  
the shore, also divided into 17 Building Sites  
50 feet deep and having a Frontage of 15 feet,  
bounded on the front by a public street 50 feet  
wide and at the back by a public lane 15 feet  
wide.

The above will be offered in 34 lots, each of  
which contains 750 sq. ft., and is suitable for the  
erection of one Chinese House.

Terms of Sale and full particulars can be had  
on application to the Undersigned.

**HUGHES & HOUGH,**  
Auctioneers.

Hongkong, 11th August, 1900.

**PUBLIC AUCTION.**

THE Undersigned have been favoured with  
instructions to sell by Public Auction,  
on  
TUESDAY,  
the 21st August, at 3 P.M. on the Spot,  
The remaining portion of Kowloon Inland  
Lot No. 549, containing approximately about  
16,790 square feet.

The Lot is exceptionally well situated, a few  
minutes' journey from the Ferry, with a Front-  
age on the Cameron Road.

For full particulars apply to  
**HUGHES & HOUGH,**  
Auctioneers.

Hongkong, 13th August, 1900.

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**

\$5.00 per Cask of 375 lbs. net ex Factory.

\$8.00 per Bag of 250 lbs. " " "

**SHEWAN, TOMES & CO.,**

General Managers.

Hongkong, 2nd July, 1900.

**CARTRIDGES.**

**NOBEL'S SPORTING BALLISTITE.**

Absolutely Smokeless and Water-resisting.

THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:—

Loaded with ... With Powder

Powder only, and 1 oz of Shot.

Primrose Cases ... \$5.65

Pegamoid Cases ... 6.25

Ejector Brass Cases ... 6.90

5 per cent. discount on orders of 1,000 and over.

Apply to

**Wm. SCHMIDT & CO.,**

Gunmakers, Hongkong.

Hongkong, 27th July, 1897.

**HOTEL.**

**VICTORIA HOTEL.**

SHAMEEN—CANTON.

THIS FIRST CLASS HOTEL having  
been thoroughly renovated, and a new  
specially built 3 Storey wing added to it, now  
affords splendid Accommodation for 40 to 50  
Visitors.

The Bed Rooms are airy and comfortably  
furnished and the Dining and Sitting Rooms  
are spacious and replete with every convenience  
for Tourists.

Excellent Cuisine and best Wines.  
The Hotel's Boat Board all Steamers on  
their arrival and departure.

Telegraphic address "VICTORIA, Canton."  
A. B. C. and A. C. Codes used.  
**MADAR & FARMER, T. F. DA CRUZ,**  
Proprietors, Manager.

Hongkong, 16th November, 1899.

Arrivals, Departures and other Shipping  
Intelligence will be found on pages 6, 6 and 7.

**INTIMATION.**

GOLD MEDAL PARIS 1878 1889.

**JOSEPH GILLOTT'S**

THE ONLY  
Award  
Chicago, 1893  
Numbers for use by BANKERS  
Barrel Pens, 225, 226, 202  
Slip Pens, 332, 340, 297, 100,  
404, 7,000  
In Fine, Medium, and Broad  
Points  
THE NEW TURNED-UP POINT, 1032,  
2837

**PENS.**

**HOTELS.**

**HONGKONG HOTEL**

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and  
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from  
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by  
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

THE

**PEAK HOTEL.**

City Office: 7, Duddell Street.

**HOTEL CRAIGIEBURN.**

**PLUNKET'S GAP, The PEAK,** near the  
Tram Terminus.  
Tel. 55.  
For Terms, apply to the  
MANAGER.

Hongkong, 2nd July, 1900.

**THE WAVERLEY HOTEL.**

ICE HOUSE STREET, HONGKONG.

**FIRST-CLASS PRIVATE HOTEL.**

Handsomely Furnished and Exceedingly  
Spacious Rooms.

Very MODERATE TERMS to FAMIL-  
LIES, by the DAY, WEEK, or MONTH.  
SINGLE ROOMS from \$4 a day, inclusive  
of BOARD and ATTENDANCE.

**THE CONNAUGHT HOTEL.**

A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.

The Hotel is situated near all the Banks and  
Principal Offices in the Colony.

Special Attention paid to the Comfort of  
Guests.

Cuisine excellent; under Experienced Man-  
agement.

Terms Moderate.

**A. FONSECA,**

Manager.

Hongkong, 1st December, 1899.

**HING KEE HOTEL.**

(ESTABLISHED 1873)

**MACAO.**

THIS First class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

**L. HING KEE, Proprietor.**

Telegraphic address "HINGKEE" [1919]

**"BOA VISTA" HOTEL**

**MACAO.**

THE only FIRST CLASS HOTEL in the  
Colony. Moderate terms by the day or  
month. European Management.

MACAO is distant 40 miles West of Hong-  
kong, and the journey is made each day (Sun-  
days excepted) by the Magnificent Saloon  
Steamer "HEUNGSHAN" in 3 hours, leaving  
Hongkong at 2 P.M., and Macao at 8 A.M.



## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,  
LIMITED.

THE LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE

FAR EAST.

THE MACHINERY in use is of the  
latest design and most up to date character.ENGLISH EXPERTS manage our  
factories, and their practical knowledge  
produces an article that is unrivalled for  
its excellence.THE WATER used is the purest in the  
Island, and is skillfully filtered on scientific  
principles.We use only the best and most expensive  
ingredients, guaranteeing ABSOLUTE  
PURITY.We quote Special Terms to large  
consumers.A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns  
should be addressed to THE EDITOR.Correspondents must forward their names and  
address with communications addressed to the Editor,  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.No anonymously signed communications that have  
already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should  
be sent before 11 a.m. on day of publication. After  
that hour the supply is limited. Only supplied for  
Cash.Telegraphic Address: PRESS—A.B.C. Code.  
P.O. Box 33. Telephone No. 12.

The Daily Press.

HONGKONG, August 14th, 1901

The schools falling within the purview of the local Inspectorate may be divided into two classes—Government schools and Grant-in-aid schools. In the former lot, the teachers' salaries are disbursed by the Government, and, with the exception of the Bellis Public School, education in them is free; in the latter, the schools are maintained wholly or partly by the Government grant awarded after annual examination. The Chinese schools under this head exact no fees, while the English schools, with a single exception, do. The summary eviction of our community from the central district—a subject we have previously dealt with—and the settlement of very big numbers of these people in the western parts of the city, have had a deplorable effect on the poorer schools in Saiying-pun and Kennedy Town. This was, however, more or less inevitable. The serious question of rent has also played no inconsiderable havoc with many institutions; and, as there seems every reason to believe that house-property has not even yet reached its maximum appreciation, the absolute existence of many schools is endangered. Mr. Bawin points out that since 1893, the year prior to the first plague visitation, there has been a loss, in Victoria and Kowloon combined, of twenty-one schools that supplied the wants of just under a thousand scholars. This is indeed lamentable, and immediate steps should be taken to remedy it. We think Mr. Bawin's suggestion of an increased grant is well worthy of consideration. The Government benefits very considerably by the enhanced value of pro-

erty, for, by the Report of Mr. CHAPMAN, the Assessor, the rateable value of the entire Colony for this year, compared with that of 1899, shows the substantial increase of 17.43 per cent. It is gratifying to know that the total number of children on the rolls for last year, in spite of the many drawbacks, is a record; that the percentage of absentees is smaller than in the previous year; and that the number acquiring a grounding in English shows steady increase. Beginning with 1892, when Dr. E. J. EITZ was at the head of the Educational Department, the number of Government Schools has been gradually lessened. It was imagined that these schools might be automatically and more economically replaced by Grant-in-aid establishments. It is now seen that the scheme has not succeeded as well as was expected; because, of the twenty-two schools closed, only eleven have been replaced. Seven other Grant-in-aid institutions were opened at different times, to take the place of schools closed, but after an ineffectual struggle had to shut their doors, although it is stated that two of them may eventually be reopened. The present Inspector of Schools significantly remarks that at least five of these Government Schools ought never to have been done away with. In one of his statistical tables, Mr. Bawin has inserted a column which we do not remember having noticed before, and which is of the highest interest. It shows the ratio which the amount spent on education bears to the Colony's general revenue. This ratio now stands at the ridiculously low figure of 1.66 per cent. This is very far removed from what it should be. In England and Wales, the amount spent on elementary education is about 5 per cent of the national income. Paragraph 17 of this Report tells us that four Free Scholarships at Queen's College were awarded in March. These are of the aggregate value of about \$100 per annum. Years ago, when the Colony was not so thriving as it now is, and when its future looked much less brilliant than at the present moment, in the days when the late Sir GEORGE BOWEN was Governor, a valuable Government Scholarship of £200 sterling per annum, available for three years, was open for competition to the students of English throughout the Colony. To the discredit of all concerned, for some short-sighted reason or other—decreasing revenue could certainly not be alleged—this splendid Scholarship was discontinued. If we remember rightly, it was won on three occasions; first by Queen's College, then known as the Government Central School, afterwards by St. Paul's College, and on the last occasion by St. Joseph's College; honours being thus fairly divided. A Scholarship of an exactly similar nature is still offered in the Straits Settlements. We think that the Government might, with advantage, revive this lapsed Scholarship. There can be no question of the beneficial stimulus that such a prize would give to all grades of education in Hongkong.

The coolie who murdered another coolie at the Government Civil Hospital last week is still at large.

At a meeting of the Royal Colonial Institute on 11th July, Mr. D. Warren Smith, late of Hongkong, was elected a Fellow.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge, with thanks, the following donation to the funds of the Hospitals:—Ho Ngok Lan, \$50.

The return of visitors to the City Hall Library and Museum for the week ending 12th August shows that 362 non-Chinese and 128 Chinese visited the Library, 179 non-Chinese and 1,857 Chinese the Museum.

On Sunday night Lance Sergeant Watt was on duty near Canton Wharf when he saw a man coming along with a bundle. On stopping him and searching the bundle he found it contained letters which the man was evidently going to take to Canton. He was charged with a breach of the Post Office Ordinance yesterday and fined \$100, or two months.

Between seven and eight o'clock on Saturday night a Chinaman residing at 73, Queen's Road Central, retired to have a bath. As the lamp was burning low he took up a tin of oil to replenish it, the light still burning. The oil thus became ignited; the lamp exploded and the man was badly burned about the head. He was taken to the Central Police Station and from there to the Hospital.

Last week a Chinaman presented himself at the Central Police Station and charged a man, whose name he gave, for assaulting him by throwing a kerosine oil can at him. The Inspector in charge investigated the complaint, but as no corroboration whatever was forthcoming he refused the charge, and made an entry to that effect in the book provided for the purpose. At about two o'clock yesterday morning the man who made the complaint was found dead in his quarters at No. 2, Gilman's Bazaar, Queen's Road, and his clansman reported the matter to the police, alleging that the man had died as the result of the assault made upon him last week. The man said to have committed the assault was arrested. In the meantime the body was examined by the medical men connected with the jail, and as they certified that plague was the cause of death the man who had been arrested was let go.

Wong Po, a coolie in the employ of A. S. Watson & Co., was yesterday sentenced to two months' hard labour for stealing 10 aerated water bottles.

During the 48 hours preceding noon yesterday there were reported nine fresh cases of plague and nine deaths. The figures for last week were 29 fresh cases and 22 deaths.

A scratch race of the Hongkong Boat Club will hold on Monday 3rd September. The following are the crews:—  
J. Hance G. C. Fullerton C. Herbst  
J. Hance G. Young J. Danley  
G. B. Stevens T. Wild J. Wilson  
H. Bain J. Winterburn S. Stevens

The Sketch for July 11th contains an excellent full-length portrait of Major-General Gascoigne, C.M.G., Commander of the troops at Hongkong, and says of him:—"Major-General Gascoigne's career has been such that little anxiety need be felt as to his fulfilment of any part he may be required to take."

According to Japanese papers, the new Japanese cruiser Azuma (9,456 tons), which has been constructed in France, sails for home on the 29th July, while the first-class battleship Aashi (15,447 tons) left England on the following day for home. These warships may be expected in Japan some time in October next.

At the offices of the Public Works Department yesterday afternoon Mr. G. J. W. King offered for competition five lots of Crown land at Mong Kok Tai, Kowloon, Kowloon Island lot No. 1,101 was sold to Lau Chin Ting for \$5,710 (upset \$5,550). Chinese houses are to be erected thereon. There were no bids for any of the four other lots.

At about 8.45 on Saturday night Indian constable No. 622 was on duty in Yau-mai when he saw a man named Lo Sam gambling with sticks. On the constable going up to him the man tore his jacket and attempted to strike him. Another constable found him on the ground surrounded by a crowd of coolies, who were beating him. He arrested the defendant, the others running away. At the Magistracy yesterday the man was fined \$3, or 14 days, for gambling, and \$15, or a month, for the assault, being also ordered to pay \$7 compensation.

Luk Li, keeper of a brothel in Ship Street, was yesterday charged on remand with taking part in purchasing one Lau Sai Kua for the purposes of prostitution. The girl said she was a married woman. Her husband was a coolie in Hongkong and sometimes at Yau-mai. Her husband sold her on the 13th May to the defendant. It was not the fault of the defendant that she bought her. She did not force her to be a prostitute. She had no money and her husband could not support her, so she became a prostitute. The defendant was discharged.

The Daily Chronicle says:—"The trouble in China has seriously accentuated the unfavourable outlook in the Lancashire cotton industry, already hampered by the Indian famine, dear cotton, and the high price of coal. The most trustworthy estimates place the number of looms standing in Burnley at about two thousand, and it is considered certain that this number will be largely increased shortly. One of the largest firms in Burnley has given notice to stop a fortnight at the annual holidays, and a meeting of the trade has been convened to discuss a general curtailment of production."

The four-masted British barque Calgate, an old trader to this port, has recently made a record-breaking run from Shanghai to the mouth of the Columbia, covering the distance from buoy to buoy in twenty-seven days. The nearest approach to this record is said to have been made by one of Renton Holmes & Co.'s four-masted schooners which made the run from Shanghai to the Sound in twenty-eight days. The Calgate's biggest day's performance was 295 miles; but in a ten days run she reeled off 2,600 miles, an average of over 11 miles an hour.

It is not often that a knowledge of European foreign languages assists officers of the Indian Staff Corps in their efforts to be selected for service, states a Straits paper. Persian and Pushtu are usually better passports at army headquarters than French or Russian. But in the case of the present expedition to China good European linguists find that they are in request. Thus among the eleven special service officers, all save one, are Indian officers, and among them we find two who know French, German and Russian; three with qualifications in French, and three others with a knowledge of Russian. As regards Chinese there are very few officers who have so far studied that language, but three who have passed some of the tests have been given employment, and the services of more might well be utilized.

At about eight o'clock on Saturday night the captain and chief engineer (both Chinamen), of a steam tug belonging to Messrs. Butterfield and Swire were walking towards Shaan-tai when they were set upon by three men. One seized the captain by the queue, snatched his watch and handed it to one of the others, and then knocked the captain down. The engineer had his umbrella taken from him and he was vigorously disabused with it, so much so that he thought discretion the better part of valour and took to his heels, calling out lustily for the police. A Chinese constable heard his cries and came forward. On seeing the constable the men ran away, but the limb of the law was too fleet of foot for one of them, whom he caught and took to the police station. It transpired that this man had had some trouble with the captain, and it is surmised that he got two friends to join him in making an attack on him by way of revenge. The man was brought before Mr. Hazeland yesterday and remanded until to-day.

The U. S. S. Princeton left Shanghai on the 9th inst. for the north.

H. M. S. Arcturion reached Yokohama from Esquimaux on the 20th ult. on her way to Taku, whither she has now arrived.

The exodus of the better class Chinese from Shanghai is gradually decreasing, and the number of passengers from Shanghai to Ningpo is normal once more.

A Paris telegram dated the 13th ult. says that the French Admiral Pothier, the commander of the China squadron, has appointed Captain Viand ("Pierre Loti"), now travelling in India, as his chief aide-de-camp.

A horseman named Herman Singh was yesterday charged with allowing certain cattle to enter the water-works at Po Hang on the 11th inst., when 28 cows were found in the water. A fine of \$100, or three months, was imposed.

Another large Chinese acquisition of land in the Colony is reported. The whole of the Humphreys Estate and Finance Co.'s property at West Point, known as the Richmond Estate, and comprising Inland Lots 1216 and 609 has been sold to a Chinese Syndicate for \$199,000.

In the Yokohama Ku Saisanbō on Thursday morning the 2nd instant, before Judge Danne, Mr. J. R. Weston, second engineer of the steamer Victoria, was sentenced to seven days' detention on a charge of having assaulted a Japanese on board the ship, causing him three days' incapacitation from work. The accused has expressed his intention to appeal.

The following typhoon warning, was issued from Manila Observatory at 10.30 a.m. yesterday. "Depression is probably forming in the Pacific east of Manila." A second warning was issued from Manila Observatory at 12.30 p.m.:—"The typhoon in the Pacific N.E. of Manila between 18th and 20th parallels is moving probably North Westwards."

On the 9th inst. a Requiem Mass for the late King of Italy was held at St. Joseph's Church, in the French Settlement, Shanghai. All the Consuls were present, as were the Taoist and representatives of the Councils, Mixed Courts, Volunteer Corps, and the men-of-war in the neighbourhood. A detachment of the Fierissima blue-jackets lined the central aisle.

The Times of the 12th ult. says:—"The report that the Victorians, battleship, Captain C. H. Cross, has been ordered to proceed from the Mediterranean to China is incorrect. This vessel remains with the rest of the squadron under the command of Vice-Admiral Sir John Fisher. The immediate need in the Far East is for cruisers and small craft able to navigate the inland waters of China."

## SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 9th August.

## FRESH ATTACKS ON MISSIONS.

Last night word came of the destruction of four more chapels in the Ung-kung (Hwang-kong) district, viz. the E.P. and A.B. chapels in Kow-thong, and the A. B. chapels in Sia-tung and Shuk-kaw-san. In several instances the houses of church members were looted and everything taken except the clothes on their backs. The authorities seem paralyzed. The Roman Catholic priest at Ung-kung, the Rev. Alexander Legros, is said to have hired a large number of armed men to defend the premises of the Jesuit Mission with those who have taken refuge there.

## BRITISH CRUISER ARRIVES.

A British cruiser—the Mohawk, I believe—came in this morning, and this fact when known will doubtless have a good influence. The prefect of Chow-chon-fa on being asked to protect mission property in that city would only say that he would do what he could in a quiet way, but would take no measures involving publicity!

## DESTRUCTION AT SO-LAI.

10th August.

News came yesterday of the destruction of the American Baptist chapel at So-lai. After looting it the mob tore it down and utterly demolished it. In some respects this mob marks an advance in lawlessness. Many were armed and they sought diligently for the native preacher to kill him. He escaped out of their hands, but his wife and little girls were not so fortunate. They stripped her and let her go, but started to carry off the children, though they soon let them go also. So-lai is in the Ung-kung district. As yet there are no reports of rioting in other sections. It is to be feared that some of these mobs may add murder to theft, if allowed to go unchecked.

## THE MOVEMENT SPREADS.

11th August.

News comes to-day of the destruction of two more chapels, viz. those at Lai-pu-soa and the Kien city. At Lai-pu-soa the houses of the native Christians were looted before the chapel was attacked. It is rumoured that the officials at Ungkung have arrested three persons supposed to be connected with these riots. There are very few chapels left standing in the entire Kien of Jiao-pheng.

## HONGKONG VOLUNTEER CORPS.

## A MACHINE GUN COMPANY.

The August shoot took place on Kowloon range on the 13th inst., resulting in a win for Sergt. Lammett of the No. 1 Coy (2nd time) and for Gunner Woodhouse of the No. 2 Coy. There were twenty-three competitors. The following are the best scores:—  
Sergt. Lammett 200 500 600 H.C.P. Tl.  
Gunner Woodhouse 27 33 30 So. 90  
Bomb. Plummer 24 28 22 9 83  
Gunner H. B. Holmes 26 23 23 10 82  
Capt. Sanders 25 29 27 So. 81  
Gunner R. C. Edwards 25 26 14 14 79  
Gunner P. A. Cox 12 18 26 21 77  
Bomb. W. King 22 25 23 7 77  
Bomb. W. King 21 21 21 10 73

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 13th August, 7.54 p.m.

## CHUNGKING—FEARS UNFOUNDED.

The Szechuan Viceroy is much disgusted at the stories about the critical position of Chungking. He earnestly requests the Customs Staff to return, promising special protection.

## FRENCH IDEA OF INTER-

## NATIONAL HARMONY.

There are grave fears that French jealousy prevents the landing of any Indian troops at Shanghai.

LONDON, 10th August, 7.40 p.m.

## THE TSUNGLI YAMEN AND THE MINISTERS.

M. Pichon, French Minister at Peking, telegraphs that the Tsungli Yamen informed the Ministers that the Powers had several times asked that they (the Ministers) should leave Peking under escort. The Ministers declined to leave without direct instructions from home.

## THE MINISTER'S DEMAND.

M. Pichon added that he will not leave, unless in company with a foreign force sufficiently strong to act as a convoy for the 800 Foreigners and 3,000 native Christians. Sir Claud MacDonald and Mr. Conger have telegraphed similar messages.

## COUNT WALTERSEES' APPOINTMENT WELCOMED.

The Press universally welcome the appointment of Field Marshal Count Waldersee to the post of Commander of the allied troops.

## THE WAR IN SOUTH AFRICA.

LONDON, 10th August, 7.40 p.m.

## INFAMOUS PLOT AT PRETORIA.

A plot has been discovered at Pretoria to murder all the British officers and capture Lord Roberts. Ten ringleaders have been arrested.

## GENERAL NEWS.

LONDON, 10th August, 7.40 p.m.

## OBITUARY.

Lord Russell of Killowen, Chief Justice of England, is dead.

## REUTER'S SERVICE.

LONDON, 10th August.

## THE WAR IN SOUTH AFRICA.

Lord Roberts fears that the garrison at Elands River has been captured after a resistance lasting ten days.

General Kitchener is pursuing Commandant De Wet, who has crossed the Vaal.

## THE UNITED STATES.

Mr. Bryan in a speech intimated that, if elected President, his first step would be to grant independence to the Philippines.

## THE CRISIS IN CHINA.

The United States have sent an ultimatum to the Chinese Government.

## LATER.

## THE SOUTH AFRICAN WAR.

A grave conspiracy for the murder of British officers and the abduction of Lord Roberts with relays of horses on the night of the 7th inst., and the confusion of incendiary fires, was discovered at Pretoria. Ten conspirators were captured.

General Buller has captured Amersfoort, driving Commandant Christian Botha with four commandos from a strong position.

General Methuen, co-operating with General Kitchener, attacked and defeated a portion of Commandant De Wet's force near Ventersburg.

The captured garrison at Elands River consists of 300 Bushmen and Rhodesians.

## THE CRISIS IN CHINA.

The message of America was not an ultimatum, but insists on the cessation of the attack on the Legations and Chinese co-operation with the relieving force.

Field Marshal Count Waldersee will sail for China in a fortnight.

An expeditionary force for China is forming in Belgium.

## OBITUARY.

The death is announced of Lord Russell of Killowen.

## THE CRISIS IN CHINA.

## LOCAL MOVEMENTS.

H. M. S. Argonaut arrived here yesterday after a phenomenally fast passage from Singapore, which she left late on the 9th instant. We have already given her figures.

The transports Naddea and Wardha returned to Hongkong from the north yesterday, and left again with the Warora for the north. The Hsinung left for Singapore on Sunday night.

Yesterday the Russian armoured cruiser Admiral Nahimoff arrived in the harbour on her way north. Her principal figures are:—displacement 8,324 tons; i. h. p. 8,000; armour, belt 10 in., gun-position 7-8; deck 3; guns, eight 8 in., ten 6 in., ten Q.F., four 3-prs., six Maxims; torpedo-tubes 4; speed 16.7 knots; complement, 567.

The French gunboat Alouette also arrived yesterday, having left Saigon on the 7th.

## THE RELIEF COLUMN.

[FROM OUR SPECIAL CORRESPONDENT.]

Tientsin, 31st July.

## FINAL PREPARATIONS.

The advance is expected to take place sometime to-morrow. Everything, so far as I can observe, is ready, and the troops, especially the Indian portion, are eager to get in touch with the enemy. The junks, which contain the naval guns, stores, etc., are completed with their cargoes ready for moving. Captain Callaghan, R.N., of the Endymion, arrived yesterday to take command of the Naval Brigade, with Commander Fraser, R.N., of the Phoenix, as second in command; and Lieut. Drummond, R.N., of the Terrible, commands the four naval 12-pounders. 350 Marines have been again landed from the fleet, and will join the Relief Column. The Bengal Lancers have arrived, and the Gorkhas are expected up to-day and several other regiments to-morrow. The railway from Tongku to this place is now in working order, and a regular service of trains is running under Russian control, which facilitates the work considerably.

Tientsin, 5th August.

## ON THE MARCH.

I am glad to announce that we are at last on the move, having commenced the forward movement at 3 a.m. this morning. Shortly after midnight we commenced to prepare for this second move towards the Celestial Capital. Our forces this time number 12,000, which will constitute the fighting column, leaving an ample number for the communications. A more seasoned body of troops it would be difficult to find, comprising as they do most of the troops that took part in the recent operations here. South African veterans of the Navy, and Indian troops, many of whom have their breasts marked with ribbon that has been earned in many a hard frontier fight. One could not help noticing the look of satisfaction that beamed on the faces of our Indian comrades as they moved out this morning, looking the pictures of happiness at having been selected to fight side by side with European troops—a great amendment after their disappointment at not going to South Africa. They are a force any general might feel proud to command. It was not long after the troops had been disposed that the advanced pickets got in touch with the enemy, who were entrenched about 3 miles from the Native City, and were very quickly driven out of their position by the Allies and got on the run. At the time of writing the Bengal Lancers were on their track for all they were worth, and I hear had fetched their first blood. The troops are rapidly following up and will not give them much time to rest. The Japanese especially seem anxious to keep them going, and these wiry troops are spinning past me as I sit on a transport wagon, keeping close in touch with the Terrible Naval Brigade, who are swearing like true Britons at not getting on fast enough to see the fun.

## THE GUNS.

It is a cause for regret that Captain Scott has not got his 4.7 gun up to the front in time to move with us, as I hear he had promised to do so, although we were thankful for those he did send, which have immortalized themselves in Tientsin. It is a disappointment to many of us who had hoped to witness Lydiate chasing Boxers as it did the Boers, and it would have been a valuable present for the Empress at Peking. Quite a fleet of junks, gaily decorated with their national flags, are sailing up the river laden with stores, etc., and our hopes run high of soon joining hands with our countrymen in the Capital.

## WEIHAIWEI.

[FROM OUR CORRESPONDENT.]

5th August.

## NAVY BUSY AT WORK.

H.M.S. Orlando came on this morning en route to Wooming to join Admiral Seymour's Flag. She will leave at daybreak to-morrow after taking in stores and ammunition. The Pigmy also arrived, and proceeds to Taku after coaling. Six deaths occurred amongst the wounded in hospital here during the past week, and they were buried with naval honours by the crew of the Terrible, which still remains here as depot ship; Captain Scott being the Senior Naval Officer whilst the place is serving as the base for the British force. Over 100 head of cattle have been captured that were being driven round here from Chifoo, and some of the drovers killed, which shows that the province is very restless outside British and German spheres of influence; and it is generally believed that its future conduct will depend largely on the success of the Allies moving on Peking. Captain Scott has nearly completed his travelling carriage for the 4.7 gun; the work has been slow as everything has had to be done exclusively by hand labour, the ponderous wheels having been cut out of a sheet of



solid iron, and the massive axle-boxes made on board—a large order for the resources of a ship of war. It is characteristic of the captain of the *Terrible* that nothing should stand between him and the accomplishment of anything he takes in hand, and it must have given him extreme satisfaction that Brigadier-General Dordard in Command at the front during the exciting operations at and around Tientsin should have officially stated that it was entirely due to the guns of the *Terrible*, under Lieut. Drummond, that the success of the operations was due; and that it was the smartness and accuracy of their fire that demoralized the Chinese.

Admiral Sir E. Seymour before he left Tientsin also eulogized the performance of these gun crews, shaking hands with the whole gun crew of No. 1 gun.

Waihaiwei, 8th August.

**THE LOSS OF THE JAPANESE DESTROYER.**  
The Japanese Destroyer *Niji* has become a total wreck. This smart little craft was quite new, having only been built last year and was on her maiden voyage from England. It appears that she was on her way to Japan and during the night of the 25th ult. she ran on the rocks near the S.E. promontory of the Shantung province, about 60 miles from this place—the weather at the time being very thick. One of her officers with 3 sailors obtained a sampan and worked their way to this port, and reported the occurrence to the Senior Naval Officer, Capt. Scott. The officer, who, with the great pluck characteristic of the Japanese, had lost no time in getting her, after making his report fell down completely exhausted on the dock, and had to receive medical attention. The *Peacock* was ordered to raise steam at once and proceed to the scene of the wreck, taking with her all the divers and apparatus from the *Terrible* under the charge of Mr. Mathew, R. N., gunner of that ship. Before leaving, the Japanese officer was sufficiently recovered to sail in her with his men. The *Peacock* left harbour in the afternoon of the 31st ult. and arrived shortly after dark near the place where it was supposed she had run ashore—but they could not see where she was. Three guns were fired, and the search-light burnt for some time, which elicited a rocket reply from the destroyer and showed her position. It was too late to do anything that night. Next morning the *Peacock* got under weigh and proceeded as close as was safe to the wreck. Diving was immediately commenced and carried on for two days. The vessel was examined inside and out, and it was found she had been badly damaged and wedged in between the rocks. Collision mats were placed in position, No. 2 compartment pumped out, and made watertight, and during the evening of the 2nd inst. an attempt was made to tow her off the rocks, which unfortunately failed.

A BREAK UP.

It was hoped to get her afloat next morning, but a heavy swell set in during the night, and the vessel commenced to bump, and before day-light next morning she broke in two; the Japanese crew just having time to save her 12-pounder (her largest gun). The divers, assisted by the ship's company of the *Peacock*, saved five smaller guns (6 lbs. four torpedoes, and one anchor, and finding that nothing further could be done sailed for Waihaiwei. The captain of the *Peacock* was warmly thanked on behalf of the Japanese Government by the captain of the *Niji* before he left.

#### MISSIONARY REFUGEES IN HONGKONG.

AN ACCOUNT OF THEIR ESCAPE.

There arrived in Hongkong yesterday morning from Yunnan-fu Mr. and Mrs. Harding, Mr. and Mrs. Stevenson, Dr. and Mrs. Savin, Mr. Dymond and four children, and the Misses Campbell and Livingston of the China Inland Mission. They came through via Tonkin and had several remarkable escapes from deaths at the hands of the villagers, and others they met on their perilous journey. Mr. Harding kindly placed at our disposal a few facts connected with their flight, which will serve to show the decided anti-foreign feeling existing among not only the lower element of Chinese in the province, but also among those who sit in authority over them.

The party were the largest number of a band of missionaries (the others having escaped in the direction of the Burma frontier) labouring in the Yunnan Province, and for some years had continued their work for the most part unmolested by any of the populace, although for the past year or so there had been indications of a hostile spirit among the lower orders, which apparently only required a little prompting from their superiors to fan the embers of bitterness into a flame. The missionaries, however, continued their visiting and the many other duties devolving upon them, until the happening of the events which led up to their escape from the prefectural city on June 14th. Prior to this there had been loud whisperings of murder and pillage in the public thoroughfares, and for nearly a month small howling mobs used to collect in groups discussing the best means to carry out their nefarious designs. It is stated that this was engendered by the action of the French Consul in refusing to allow certain packages which he had brought into the city from Mengtse to be examined by the Chinese authorities, who openly asserted that he had with him a large quantity of guns and ammunition. To this charge he appeared to have been silent, and that only tended to aggravate the authorities, while his stern refusal to allow an inspection to be made strengthened their belief that they were contraband goods, in the shape of rifles, revolvers, and cartridges. He refused, however, to yield, and it was reported throughout the city that he had struck one of the searching party who had been sent specially to examine the packages by the Governor himself. Eventually he succeeded in getting his packages through without the usual inspec-

tion, and a few hours afterwards placards of an inflammable nature were posted on the walls round and on the South Gate, where a mob of several thousands had already congregated. It was openly asserted that evening that the French Consul would be murdered, and the mob, among themselves, discussed the best means of doing to death the man whom they considered had not only wilfully violated their law, but had beaten one of their leaders. Information as to this resolve reached the French Consul, and he decided to leave Yunnan-fu with his staff, on June 14th. Among those whom he arranged to take with him were the French missionaries, but the Governor and the officials at the Yamen protested at this, and it was not till some hours afterwards that the Chinese gave way and the Consular party were given an escort through the South Gate. Meanwhile the British missionaries were deliberating what steps they should take to secure their safety, and Mr. Harding, who was holding a service in the mission church, decided to stay for the time being, until matters assumed a more threatening form. He did not long to wait, for his "boy," almost at the close of the service, rushed into the building, and stated that the rioters had finally decided to kill all the foreigners. Mr. Harding then ordered a sedan chair and made the best of his way to his house, where Mrs. Harding was alone. On the way he had to pass the South Gate, and was there delayed for half-an-hour by one of the coolies stating he had to get a new pair of sandals. There, in the centre of a fierce and vicious mob numbering no thousands, he was fixed, but fortunately no one attempted to remove the coverings of the chair so as to expose him to view. He could hear the murderous threats of the mob, and when at last he did arrive home he found that they had handed together and were proceeding towards the house. Fortunately two sedan chairs were obtained, and in them both Mr. and Mrs. Harding sat, while the "boy" followed on behind to guide the coolies in their steps towards the Yamen. Reaching the mob they passed through, one of the crowd tearing down a portion of Mr. Harding's chair covering, but happily only exposing the feet. Mrs. Harding's chair covering was taken completely off, and she became the subject of the gibes and jeers of the fiercest nature. Eventually they reached the Yamen, where they found their fellow-missionaries who had passed through similar experiences. From there they could view the lighting of their homes, and subsequently their burning to the ground. The mission chapel and the Roman Catholic College were also looted, and reduced to ashes. It was some days after this that the flight from the city took place, and notwithstanding all the entreaties which were brought to bear, an escort to the border was only provided when the missionaries agreed to accept, with the consent of their Consul, an indemnity for the wrong done them. Then followed a six weeks' journey on horse-back, through villages where people jeered and used murderous threats, and over plains where occasionally men would be met ready to attack if opportunity offered. A greater part of the journey had to be done alone, for the prefects absolutely refused to render any assistance, or provide an escort as a protection against the villainous soldiery. Their attitude was, as Mr. Harding said, "Go away; we don't want you," and other expressions were used of a far more hostile character. The rioting at Yunnan-fu, the traveller continued, was only suppressed by the authorities when every vestige of property had been looted, and the buildings rendered heaps of ruins. Some were beheaded, it was true, but not until the damage had been done. For instance, one man was found into a portion of Mrs. Harding's clothing, and he was instantly beheaded and his head hung up on a pole outside the ruined house. Prince Tuan, another of the travellers stated, only a few weeks ago, sent a telegram to the Governor asking him to massacre all foreigners, but the latter delayed taking any immediate action. The Provincial Treasurer was constantly in telegraphic communication with Li Hung-chang, his uncle, praying for advice, and it was (the rescued party believed) through Li's instructions that they were enabled to leave the city safely.

**JAPANESE PREPARATIONS.**  
The transport *Sakuma Maru*, which recently grounded in Quelpert, has docked at Nagasaki, proceeding to China, with troops from Tokyo and Osaka.  
The *Sinkichi Maru* has been chartered to convey wheelbarrows for the British army in North China.  
The Red Cross Hospital ship *Kosai Maru* has arrived at Taku.

**TRANSPORTS FROM THE STATES.**  
Mail advices from San Francisco state that the transport *Sumner* was to leave that port on the 16th ult. with 67 officers and 680 men, and arrangements had been made for the sailing of the *Marine* on the 1st instant with 80 officers, and 1,242 men. The *Thomas* was to be ready on September 16, and was to bring out 69 officers and 1,654 men, and the *Grant* prepared on October 1st to embark 68 officers and 1,836 men. It is rumoured that the First Californian Volunteers will again be on service, and will sail by either the *a. s. Thomas* or the *a. s. Grant*.

**THE HONGKONG RIFLE ASSOCIATION.**  
**SHORT RANGE CUP AND SPOONS.**  
There was a very poor attendance at the range for this competition, which was brought to a close on Saturday afternoon. Ar. Sergt. Blair winning the Cup for the third time. It was very hot with a strong sun, and the scoring was not up to the average. Both Cup competitions are now closed, and practice for the annual Interport Match will shortly commence.

200 500 600 Handl. to yds. yds. yds. cap. tal.  
Ar. Sergt. Blair 23 34 20 91  
Ar. Sergt. McLennan 23 34 29 86  
Mr. Pidgeon 23 32 27 84  
Mr. Mackenzie 23 31 27 81  
Mr. Northcote 23 25 23 10 81  
Mr. A. Watson 20 30 29 79  
Winners of Spoons.

#### HONGKONG GENERAL CHAMBER OF COMMERCE.

At the Monthly Meeting of the General Committee of the Hongkong General Chamber of Commerce, held on Tuesday, the 7th August, at 11 a.m. Present: Hon. E. J. Kewick (Chairman), Hon. J. J. Kewick (Vice-Chairman), Messrs. A. Haupt, A. M. Marshall, B. L. Richardson, C. S. Sharp, N. A. Siebs, Hon. J. Thurburn *ex officio*, and R. C. Wilcox (Secretary).

**MINUTES.**  
The minutes of the previous monthly meeting (held on the 16th July) were read and confirmed. **THE VACANCY ON THE GENERAL COMMITTEE.**  
The Chairman proposed that Mr. D. R. Law (the senior representative of Messrs. Butterfield and Swire) be elected to fill the vacancy on the Committee caused by the resignation of Mr. Herbert Smith.

This was seconded by the Vice-Chairman and carried unanimously.

**THE CANADIAN MAIL CONTRACT.**  
Read letter from the London Chamber of Commerce acknowledging receipt of the Chamber's letter of the 14th May, enclosing copy of resolution in support of the renewal by the Imperial Government of the Canadian Pacific Railway Co's contract for carrying the mails from Hongkong via the Pacific and Vancouver and announcing that it would be laid before the members of the East India and China, the Canadian, and the Postal Committees of that Chamber at their next meeting.

**PROPOSED AMENDMENT OF THE BANKRUPTCY ORDINANCE.**

The Chairman said this was an important matter, and he thought it fully deserved their consideration and support. The letters received from Mr. C. D. Wilkinson calling attention to the need of an amendment in the Ordinance had been circulated, and been carefully considered. He understood that the Chief Justice was strongly in favour of an amendment to the Ordinance, and he quite believed the Government would support any reasonable and practicable amendment they might suggest. The amendments to Secs. 5 and 6 of the Ordinance of 1891, drafted by Mr. Wilkinson, together with the sections themselves, had been drawn up for comparison. He personally did not quite grasp the legal technicalities, but they seemed to cover the ground.

A lengthy discussion followed, in the course of which the Hon. J. Thurburn pointed out that the amendments did not touch section 4, which, according to the judgment given by the Chief Justice in the case *Kung Hing Shingkee* debtors v. Albert Ahwee a creditor, seemed to require amendment equally with the two following sections.  
The advisability of recommending that the amendment of the Bankruptcy Ordinance should be accompanied by legislation to secure the registration of partners in Chinese firms or hongs was discussed at length, and a strong opinion expressed that this was necessary to secure the proper working of the Bankruptcy laws.

Eventually it was decided to adjourn the matter to allow the Secretary time to confer with the legal authorities on certain points.

**HONGKONG AND THE CANADIAN PREFERENTIAL TARIFF.**

Read letter from the Government, dated 31st July, enclosing copy of despatch from the Secretary of State for the Colonies in reference to previous correspondence on the above subject, and calling special attention to Section 10 of the Memorandum on the Preferential Tariff Regulations.

The Chairman said he thought this cleared up the question as far as imports from say India were allowed to pass through Hongkong, but he could not see that it was an answer to their letter.

After some discussion, it was decided to again address the Government on the subject, and formally ask, through its medium, that Hongkong should be included in the list of those colonies entitled to participate in the benefits of the Canadian Preferential Tariff.

**PROPOSED CHANGE OF LIGHTS ON GREEN ISLAND AND CAPE COLLINS LIGHTHOUSES.**  
A letter had been received from the Government, under date 2nd August, announcing that it had under consideration the advisability of transferring the Cape D'Aguilar light (discontinued since the erection of the lighthouse on Waglan) to Green Island, and to remove the light at present on Green Island to Cape Collins, with a view to improving those lights and rendering the approaches to the harbour safer for shipping, and asking the Chamber's opinion upon the proposed transfers, which would, on a rough estimate, cost about \$12,000.

The Secretary had secured the opinions of several experts, and a letter from Mr. F. D. Goddard was read, in which he expressed the opinion that the proposed change of the Cape D'Aguilar light to Green Island would be a decided advantage, the former being a light of the latter a 4th order light. With regard to the transfer of the Green Island to Cape Collins the same would apply, the latter being only a 6th order light; but a strong light was not necessary at Cape Collins when it was too thick to see a light outside of Tiantou Island, it is too thick to come in. Still, if the cost of shifting would not be too great, it is advisable to condemn the poorest light. This opinion was endorsed by other experts.

A lengthy discussion ensued, in the course of which the opinion was expressed by several members that as the revenue from the light dues left some balance the Government might go further and provide revolving or flash lights at both lighthouses, as the small stationary light at Cape Collins was often not distinguishable from a junk's light, while that at Green Island was only visible in clear weather at a distance of some four miles.

It was eventually decided to write in reply, suggesting that the proposed new lights at Green Island and Cape Collins should be improved by making them revolving or moving lights if the expense be not prohibitive.

This was all the business before the meeting.

#### LATEST STEAMER MOVEMENTS.

The N. P. steamer *Bremer* has arrived at Yokohama, and sailed for this port on the 13th inst.

The N. P. steamer *Glenogle* sailed from Tacoma for Japan and Hongkong on the 9th inst.

The O. & O. steamer *Coptic*, with mails, &c., from San Francisco to the 26th ult. via Honolulu, has arrived at Yokohama, and will leave for this port via Inland Sea, Kobe, Nagasaki and Shanghai this morning, the 14th inst.

The C. P. steamer *Empress of China* arrived at Nagasaki at 8.30 a.m. on Monday, 13th inst., and left same day at 9 p.m. for Kobe, where she is due to arrive to-day, 14th inst.

#### HONGKONG AND WHAMPOA DOCK CO., LD.

The following is the report of the Board of Directors of the Hongkong and Whampoa Dock Company, Limited, to the ordinary half-yearly meeting of shareholders, to be held at the offices of the Company, Queen's Buildings, Hongkong, on Monday, the 20th August, at 12 o'clock.

To the Shareholders of the Hongkong and Whampoa Dock Company, Limited.  
Gentlemen,—The Directors have now to submit to you their Report, with a Statement of Accounts for the half-year ended 30th June last. The net profit for the six months, after paying interest due and all charges, amounts to ... \$598,028.30

to which has been added the balance brought forward from last Account ... 340,369.36

and from this have to be deducted—

Directors' Fees ... \$8,000.00

Auditors' Fees ... 750.00

8,750.00

leaving available for appropriation ... \$829,647.66

The Directors recommend that a dividend for the half-year of 8 per cent. or \$125,000 and a bonus of 12 per cent. or \$127,500 aggregating \$322,500 be paid to the Shareholders, a bonus of \$20,000 to contributing shareholders, that \$20,000 be written from the value of the Kowloon Docks, \$11,932.75 from the Cosmopolitan Dock, \$5,000 from Steam Launches and the balance \$356,236.75 be carried to the new account.

The Board is of opinion that having in view the permanent interests of the Company, it is desirable to deal with the surplus earnings in the manner shown above.

The large turn over at our establishments during the past half-year must be highly gratifying to Shareholders, indicating the steady expansion and prosperity of the Company's business, and confirming the policy followed by your Directors in providing with as little delay as possible, increased docking facilities and larger workshops more suited to our requirements.

The improvements, and extensions referred to in the last report are now well in hand, and are being pushed forward to the utmost of our ability. The new blacksmith shop at Kowloon was completed and has been completed since January last; it has proved a most valuable acquisition to our resources.

J. J. Kewick, Chairman.

Hongkong, 11th August, 1900.

#### CAPITAL ACCOUNT.

30th June, 1900. \$ c.

To value of Aberdeen Docks, as per last statement ... 100,000.00

To value of Kowloon Docks, as per last statement ... 1,370,029.59

Loss amount since written off ... 70,029.59

1,300,000.00

To amount paid on account of removal of hill on the new extension Kowloon wharves No. 27 ... 1,461.98

To amount paid on account of 10 new houses for European foremen ... 20,905.85

To amount paid on account of new iron store ... 42,972.60

To amount paid on account of cutting away hill at head of No. 1 Dock ... 1,783.44

To amount paid on account of fitting pumps, &c., No. 2 Dock ... 5,729.32

To amount paid on account of No. 3 Dock. Cost of one new Worthington steam pump and fittings ... 3,100.89

To amount paid on account of new paint store ... 3,468.48

To amount paid on account of boiler shop and ship-building yard improvements ... 6,703.16

To amount paid on account of new string shop ... 27,875.91

To amount paid on account of new blacksmith's shop ... 5,167.73

To amount paid on account of new forge ... 22,012.83

To amount paid on constructing new lavatories in yard for Europeans ... 655.48

To cost of one set of one steam crane for new iron store ... 10,160.00

To cost of new machines for boiler shop ... 7,580.00

To cost of new machines for engine shop ... 17,020.00

To cost of new machines for new saw mill ... 1,065.00

To cost of new machines for blacksmith's shop ... 11,800.00

To cost of new machines for new forge ... 27,800.00

1,923,978.17

#### Cosmopolitan.

To value of Cosmopolitan Dock, as per last statement ... 350,021.01

Loss amount since written off ... 50,021.01

300,000.00

To amount paid for extension to fitting shop, sea wall and reclamation, new godown, ship work shops, and new slipway ... 2,847.23

To cost of new machines for fitting shop ... 9,085.53

Tag, lanchons, and lighters ... 311,922.74

To value of *Puma* as per last account ... 15,010.00

To value of 14 steam launches, steam lighter and boats, as per last account ... 30,000.00

Add cost of 3 new launches and one cargo boat, less one launch sold ... 20,074.00

50,074.00

To Hongkong Estate and Finance Co. 6 per cent. mortgage debentures ... 100,000.00

To sundry debtors ... 229,381.31

To cost of material on hand ... 1,716,528.01

\$4,046,897.23

#### LIABILITIES.

30th June, 1900. \$ c.

By shareholders for 12,500 shares of \$125 each fully paid up ... 1,562,500.00

By reserve fund ... 900,000.00

By Admiralty loan ... 220,000.00

Less re-payments ... 10,383.87

\$2,671,116.13

By sundry creditors ... 99,535.87

By balance of profit brought forward from last account ... 516,463.70

340,369.36

598,028.30

932,897.66

#### REVENUE ACCOUNT.

30th June, 1900. \$ c.

To Crown rent ... 7,340.32

To fire insurance ... 3,250.05

To office expenses, salaries, stationery and rent of head office ... 38,230.26

To drawing office expenses and salaries ... 9,437.08

To telegrams ... 2,444.07

To legal expenses ... 370.50

To subscription to Indian Famine Relief Fund ... 500.00

To profit ... 598,028.30

\$657,580.81

#### CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 12th August.  
CHINESE VIEW REGARDING THE PRESENT CRISIS.

The following are the views of certain prominent Chinese on the situation.

In the disturbances up north, they say, soldiers and onslaws have been so mixed up as to render the task of suppression and protection very difficult. The murder of the German Minister and the Japanese Chancellor was of necessity followed by an outbreak of war between the Foreign Powers and China, the taking of Taku forts, the blockade of the river, and the destruction of Tientsin shows that Peking is not only in imminent danger, but it is like an egg about to be crushed to pieces by a huge stone. Although the Foreign Powers professed that they would not take China nor injure her people, their marching the troops on Peking does not show any good intention. Perhaps they like to march their troops to Peking to show their bravery. No doubt the burning of the churches, the massacre of Christians, the attack upon the foreign concessions and the murder of a Minister are injuries that go right into the core of their hearts and pierce their bones, so that they cannot rest satisfied until the Boxers are completely destroyed. Still it is the fault of China for which she feels deeply sorry and repentant. China has nursed a boil which has now turned into a carbuncle. The Boxers are only a lawless crowd prone to do evil, and there ought not to have been any difficulty destroying them; but as their influence has taken a deep root, and is spreading, China cannot destroy it so quickly; it is like a small spark that ignites and spreads itself out into a big fire that injures China as well as foreign countries, for which, the officials wherever they be, cannot plead any excuse.

Imperial edicts have repeatedly appeared, one after another, in the newspapers, showing the friendly intention and respect of China for the foreign Powers, and urging the speedy suppression of Boxers; but as the lawlessness of the insurgents has assumed such magnitude, the military forces are insufficient to cope with them; hence we see the motives that compel the Powers to send their troops to the North. Imperial mandates have been sent to the Viceroy and Governors of nearly all the provinces, urging them to despatch troops north, and when the large bodies of troops arrive they will certainly sweep out all these fiendish and heretical monsters, so as to avenge the wrongs done to foreign Powers.

#### THE QUESTION OF THE MINISTERS.

But the most important personages are the Ministers; so long as we keep them in confinement, no overtone for peace would be for a moment listened to, and when their big troops arrive it will be too late for talk; consequently the keeping of their Ministers at Peking is also a source of great danger to us. The Viceroy of the provinces have received instructions from the Imperial Government informing them that the foreign Ministers are safe, and the Legations well protected, and have given repeated assurances of the same to the Consuls of the different nations. Is not reliable enough until the Ministers are seen marching under escort out of Peking? Who can tell what may happen on their way out. The Boxers are everywhere and are not yet entirely suppressed, and the forces of the Imperial army are weak; if any thing happens to them it will be worse still. This is the motive which the foreign Powers should take into consideration. Do not the Powers have justifiable suspicions which are these: (1) However thick are the city gates, and however high the great walls, they are not as strong as a golden city. Is there any guarantee that the Boxers who are sneaking even in the Imperial haven could not have penetrated into the stronghold? (2) If the Ministers are safe in Peking, as it is said that they are, why on earth are they not allowed to send letters in their own manuscript, each to his country to satisfy his Sovereign? To this day no such letters have been sent. Where is the proof? These are the two circumstances which cause a great suspicion to the foreign Powers. Having these suspicions in their minds, notwithstanding the repeated assurance of all the Viceroy and Governors that they are safe, that the Legations are well protected, and that they will use all their best endeavours to protect the foreigners as well in their provinces, how is it possible to expect them to withdraw their troops? Upon our Emperor appealing to the Emperor of Japan for mediation and protection the latter in reply says that if the foreign Ministers were alive and safe, every other thing could be easily arranged. Unless China does not wish to come to terms of peace, she ought to have sent the Ministers out under strong escorts, so as to satisfy the Powers that she is not lying. If she really had those Ministers under her protection, as she had openly declared that she had, then she shows no intention of hostility which the foreign Powers ought to take into account. Delay not! Take immediate action to have the Ministers sent out under strong escorts so as to gain the confidence of the world.

#### SAILORS AND SOLDIERS' CHINA RELIEF FUND.

The above fund has been started at the suggestion of Mrs. E. B. Scott, the wife of Bishop Scott, of Peking, and its object is to afford financial help to the widows and dependents of the British Seamen, Marines, and Soldiers who have lost, or may lose their lives in this China War; and that part of the subscription raised be given to such who may be either from disease or wounds incapacitated. Subscriptions will be duly acknowledged in our columns, and should be addressed "Manager, Hongkong Daily Press, Sailors and Soldiers' China Relief Fund." When a sufficient sum has been subscribed it will be handed over for administration.

Subscriptions.

Already acknowledged ... \$415.00

#### BUSINESS NOTICES.

**房藥館芝廣**  
**KWONG CHI KOON DISPENSARY.**

街欄樂城省東廣  
CHEONG LAN STREET, CANTON.

子甲次歲年參治同濟大  
創開年四拾陸百捌千壹英大

ESTABLISHED 1864.

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Trade Mark

**KWONG CHI KOON DISPENSARY.**

CHEONG LAN STREET, CANTON.

ESTABLISHED 1894.







HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

- PAUL BREWITT.**  
2, Zetland Street, Auctioneer, Appraiser and Commission Agent.
- HUGHES & HUGHES.**  
Auctioneers to the Government, and Share and General Brokers, corner Ice House Street and Praya Central.
- GEO. P. LAMBERT.**  
Auctioneer, Valuer and Goods Broker, Duddell Street.
- V. I. REMEDIOS.**  
Auctioneer, Appraiser and Agent, 8, Queen's Road Central.

## BOARD AND LODGING

- STAG HOTEL.**  
148 and 150, Queen's Road Central. Comfortable and Cheap.
- THE WESTERN HOTEL.**  
Excellent Accommodation, \$2.50 per day. 90 and 92, Queen's Road West.

## BOOKBINDING

- "DAILY PRESS" OFFICE.**  
The only office in China having European taught workmen. Equal to Home Work.

## BOOKSELLERS AND STATIONERS

- W. BREWER & CO.**  
Printers, Bookbinders and Account Book Manufacturers, 23 and 25, Queen's Road (near Hongkong Hotel).

## BUILDERS

- KANG ON.**  
Contractor, 39, D'Aguilar Street. Local and Coast Port Buildings, Timber, Brick and Granite.  
Mechanics engaged. Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

- THE PHARMACY.**  
10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.

- THE VICTORIA DISPENSARY.**  
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

- WATKINS, L.D. APOTHECARIARIES' HALL.** 66, Queen's Road Central. Cigars, Aerated Waters, Wines, Beer, Spirits, etc.

## CURIO DEALERS

- KUHN & KOMOR.**  
Fine Art, Japanese and Chinese Curios, 21 and 23, Queen's Road, Hongkong. Shanghai, Kobe, Yokohama.

- KWONG HING.**  
China Porcelain, Crockery Ware, 39a, Queen's Road Central.

## DENTISTS

- WONG HONG.**  
Surgeon Dentist, 50, Queen's Road Central.
- WONG TAI FONG.**  
Surgeon Dentist, 24, Bank Buildings, Opposite Hongkong Hotel.

## DRAPERS

- EBRAHIM ELIAS & CO.**  
Milliners, Silk Mercers, Haberdashers. Low Prices, 37, 39, Wellington Street.

- SEE WOO.**  
Tailor, Draper and Outfitter, 67 and 69, Queen's Road.

## FLOUR MERCHANTS

- SPEERY FLOUR COMPANY.**  
Merchant Millers, San Francisco. Eastern Branch, Pedder Street.  
WILLIAM WHILEY, Manager.

## FURNITURE WAREHOUSEMEN

- A CHEE & CO.,** Established 1859.  
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories, 17a, Queen's Road Central.

- LI KWONG LOONG.**  
Cabinet-maker, Furniture Dealer, Art Decorator and Dealer, 17, Queen's Road.

## GROCERS

- THE MUTUAL STORES.**  
SUB-AGENTS LITTON, LD., 8 and 10, D'Aguilar Street. Provision and General Merchants.

- H. TIE.**  
Wine and Spirit Merchants, Groceries, Best Goods, Lowest Rates. Try Charles Eraported Cream, 16, D'Aguilar Street.

## JEWELLERS

- KANG LEE & CO.**  
Jewellers, Gold and Silversmiths, Watchmakers, Japanese Curios and Blackwood Furniture. Opposite Post Office, 36, Queen's Road Central.

- MAISON LEVY HERMANOS.**  
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Tokio.

- SUN SHING.** Established 1840.  
Silks, Gauzes, Crepe-Shawls, Chinaware, Ivory, etc., Gold and Silversmiths and Engravers, 90, Queen's Road Central.

- WAH LOONG.**  
Gold and Silversmith, Silk Dresses, Crepe Shawls, Ivory, Lacquerware, Fans, Carvings, Bridles, Human Hair, Featherers, 88, Queen's Road Central.

## THE LIGHT OF THE FUTURE

- EASTERN ACETYLENE LIGHTING COMPANY.** Head office, 62A, Queen's Road Central. Fittings of every description for the ACETYLENE LIGHT at lowest rates.

## MERCANTILE AGENT

- WOODS & CO.**  
Duddell Street, Agents for American and European Export Houses.

HONGKONG  
BUSINESS DIRECTORY.

## PHOTOGRAPHERS

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Enlarging, Developing, Printing, Moderate Rates, 20a, Queen's Road East.

- MEE CHEUNG.**  
Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc. Development Works, Amateurs' Requisites.

- M. MUMEYA, JAPANESE ARTIST.**  
Bromide and Crayon Enlargements. Work done for Amateurs, 8a, Queen's Road, Cl.

- YEE CHUN.**  
Marine and Portrait Painter, 50, Queen's Road, Upstairs.

- H. YERA.**  
Japanese Photographer, 14, Beaconsfield Arcade, Queen's Road Cl., also Wanchai. Amateurs' Requisites a Specialty.

## PRINTING

- "DAILY PRESS" OFFICE.**  
Proofs read by Englishmen.

## BATTAN FURNITURE

- KWONG TAI LOY.**  
Battan Furniture, Bamboo, Blinds, Matting all Colours, 18, Praya Central.

## SILK GOODS DEALERS

- DHUNAMAL CHELLARAM.**  
Dealer in Indian, Chinese, and Japanese Silk and Fancy Goods, also Art Works, 2, D'Aguilar Street.

- THE GLOBE (TEJUMULL FORUSING).**  
Indian, Chinese and Japanese Silk Goods, Cashmere Shawls, Spanish Wines and Manila Cigars, 12, D'Aguilar Street.

- SINCEEE & CO.**  
Silk Handkerchiefs, Shawls, Table Covers, etc. Wholesale and Retail, 123, Queen's Road Central and 123, Wellington St.

- WASSIAMULL ASSOMULL.**  
Wholesale and Retail Importers and Exporters, India, Chinese and Japanese Silks, Cashmere Shawls and Ceylon Lace, 46, Queen's Road, Cl.

## SILK LACE MANUFACTURERS

- FE. BLUNCK.**  
Exporters of Real Hand-made Torchon Lace in Silk, Linen and Cotton, Grasscloth and Silk Embroideries, Hand-made Silk and Linen Lace Curtains made to order, 17, Queen's Road, Central.

## STOREKEEPERS

- F. BLACKHEAD & CO.**  
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, near Hongkong Hotel.

- KWONG SANG & CO.**  
Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 68, Praya Central.

- MORE & SEIMUND.**  
Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers, 43 and 45, Praya Central.

## TAILORS

- AH-MEN, HING-CHEONG & CO.**  
Tailors, Drapers and Outfitters, Queen's Road Central, Old Club Site.  
Branch: A-MAN, opposite City Hall.

- R. HAUGHTON & CO.**  
Naval Military and Court, 18, Queen's Road, Opposite Kuhn's Curio Store.

- HUNG YUEN.**  
Outfitters, Shirt Makers, Hatters, Hoisiers, Drapers, 85, Queen's Road, Central.

- TAK CHEONG.**  
Tailors, Gentlemen's Outfitters, Hatters, Hoisiers, and Drapers. Chinese Silk of all kinds, 50, & 52, Queen's Rd. Central.

- YEE SANG FAT & CO.**  
Outfitters, Piece Goods, Underwear, Shoes, Hats, Silk Handkerchiefs, Opposite Post Office, Queen's Road Central.

## TOBACCONISTS

- D. S. DADY BURJOR, "Los Filipinos."**  
Importer of the Best Manila Cigars, 25, Pottinger Street.

- KREUSE & CO.**  
Wholesale and Retail Havana and Manila Cigars, Egyptian Cigarettes, Dealers in Fancy Goods, Agents.  
Connaught House, Queen's Road.

- VICTORIA CIGAR DEPOT.**  
1 and 2, Leys Street East. Agents for W. KENNEDY & Co., 37, Calle San Jacinto, Manila. "Windsor Lady" and "The Jockey" Cigars.

## WINE &amp; SPIRIT MERCHANTS

- H. PRICE & CO.**  
12, Queen's Road and Calle Anlogue, Manila.

## WO FAT &amp; CO.

- SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS.**  
No. 11, Lee Yuen Street, East. Hongkong, 25th July, 1900. [2074]

- 怡生號**  
**YEE SANG & CO.**

- COAL MERCHANTS**  
have always on hand  
**LARGE STOCKS EVERY DESCRIPTION OF COAL.**  
Address—Care of Messrs. Kwong Sang & Co No. 68, PRAYA.

- RUINART PERE & FILS, REIMS**  
Established 1719.  
**CHAMPAGNE GROWERS AND SHIPPERS.**  
Ship only the Finest Quality  
—Extra Dry (Green Seal)  
**LAUTS, WEGENER & CO.**  
Sole Agents.  
Hongkong, 17th May, 1895. [1521]

[ALL RIGHTS RESERVED.]  
SPORT AND ANECDOTE.  
By AN OLD FOEY.

## DIFFERENCE OF OPINION.

In my last letter the allotted space was filled without giving me the opportunity I should have liked to deal with a topic of considerable interest to lovers of cricket. I refer to the no-balling of Mould by Jim Phillips. Before entering upon purely controversial matter, I should like, also, to express my cordial appreciation of the alteration of the law which gives the umpire at the batsman's end the power to no-ball the bowler if not satisfied with the fairness of any delivery. It was really asking too much of the judge in the jacket at the other end to watch the bowler's feet and arm at one and the same instant. Now, Phillips is an umpire for whom I have respect—I respect his sturdy independence, and ungrudgingly acknowledge his lengthy and varied experience. But as I have never been present at a match when he has no-balled a bowler, I am unable to offer a word of criticism or pass an opinion—merely personal although this might be—as to the soundness of his judgment. It will probably be remembered that he threw overboard "Jonah" Jones, the Australian fast bowler, by no-balling some of his deliveries when the English team last visited the country over which the Southern Cross twinkles with such resplendence. Later on, when the Colonials visited the Mother Country Phillips filled the position of official scorer—a simple little job which goes to show that no ill-feeling rankled in the breasts of the Antipodean cricketers. That he has seen as much of the game as here and there another is beyond cavil. Having interpreted the laws to the best of his ability one can acknowledge his disinterestedness without slavishly accepting the ruling, and when other impartial judges declare emphatically that they have never seen Mould throw or jerk, I at once take my stand on their side and say that during the many seasons I have watched cricket I have never seen the Lancashire fast bowler throw. I used to see him bowl every season when he played with Northamptonshire, so that my experiences of his handling are not those of yesterday. It is one of the knottiest points an umpire can be called upon to decide, but the decision of Phillips implies one thing very plainly, and from which there can be no getting away. It is an unpleasant thing to say, of course, but it must be obvious to everyone that either the rest of our umpires in first-class cricket are incompetent to judge of the fairness of Mould's deliveries or they have wantonly abused the confidence reposed in them by the M.C.C. by allowing him to go on throwing unchecked. Stay, there is one other alternative: Thomas, Farrands, Barlow, Shaw, Sherwin, Smith, Pickett, Richards, White, Richardson, may be right in the judgment on Mould's bowling and Phillips may be wrong. Which means that there is a direct conflict of opinion upon a most vital point in the interpretation of the laws of the game.

Just precisely the amount of experience that should qualify anyone to consider himself an expert judge of the game—or to be so considered by others—is not easy to define. A man playing regularly in first-class cricket for several seasons on end should certainly benefit by his contact with other players. Youthful errors of judgment should be repaired, views of the different aspects of the game broadened, and experiences ripened. Whether watching the game from the pavilion, the scorers' box, or the Press box, gives one equal opportunities, I should not like to attempt to decide. During a fairly long connection with county cricket in an unofficial capacity, I have heard more youths who have just begun their cricket reporting for newspapers commit themselves to the most decided opinions upon the merits of players bronzed in the pursuit of the game, upon the decisions of umpires, upon the lack of tact or judgment by county captains. Unfortunately for them alone—I really do not think either the players or the game suffer—they are usually allowed to go to the end of their tether for the simple reason that their elders do not take the trouble to heed the young lions in the den. But in the interests of the game I do think it would be well for the M.C.C. to appoint a committee of experts to attend matches where a bowler with a doubtful action is likely to be engaged. Umpires are not required by the law to be absolutely convinced of the fairness of any particular delivery, the point is that if they have any doubt about it the bowlers should be no-balled. Personally, then, I think a grave injustice has been done to Arthur Mould for some time past by reason of the gossip of cricket grounds and pavilions, and this in face of the fact that he has bowled against some of the oldest and most experienced batsmen in the game, as well as bowlers and batsmen. The batsman who irritates me most is he who has always an excuse on the tip of the tongue who is always a good foot over the crease when run out (by the umpire), who never gets within inches of the ball when caught at the wicket (by the umpire), who avers that the ball broke a foot when out lbw, and who hints sententiously about "chuckers" and "so-and-so's" "fast one" when the middle peg has been upset. Umpires lay no claim to infallibility, and when they meet these querulous batsmen it should cause no great surprise if they sometimes give the bowler the benefit of the doubt. What a deal of good an impartial tribunal of experts might do in clearing up a few of the every-day problems over which the ablest of umpires are agreed to differ. In the days of my youth I was presumptuous enough to think I could bowl a little—sometimes faster than at other times—but I confess that, although I have tried the thing experimentally scores upon scores of times, I was never once able to alter the action in the swing of the arm and the work of the wrist without making a most palpable

throw, and I am old enough—and obstinate enough, if you will—to pen my conviction that nine-tenths of the chatter about "chuckers" in first-class cricket is unadulterated moonshine.

WEAR AND TEAR AT CRICKET.

Except one has figured day by day in county cricket, reminiscences are not likely to be of any particular interest to the ever-growing number who follow the game. But there are those who both play first-class cricket and also write entertainingly on the game. At one time Dr. W. G. Grace used to contribute a column or so to one of the leading sporting weeklies, but I rather think he has given up the toil for some years now. I may have been mistaken, but I always used to think there were others who could tell the story of the week's cricket more brightly than did the champion in the columns of "Land and Water." The enterprise of the "halfpenny hysterical" leave little room for the man who treats of details, and we used to get more than enough of these, although it may appear presumptuous to say so, in "W. G.'s" special article. Dear old Fred Gale (the "Old Buffer") could write as charmingly on the summer pastime as anyone I used to read, but we miss his cheery columns now; perhaps he became unfashionable; maybe he has given way to younger critics. And of the younger school who gossip on cricket, I know no one outside the recognised school of cricket specialists who writes such a facile pen as C. B. Fry, the brilliant Old Oxonian. I am not always in agreement with the opinions of the hard-hitting Sussex batsman, but I always enjoy reading his "stuff" (stuff, let me hasten to explain, is journalistic for reporters' "copy"). Mr. Fry has quite recently been writing upon the change which is gradually coming over first-class cricket—the change that is marking the distinction between the merry, light-hearted, inconsequential, enjoyable play of the good old days, and the serious, exacting, tediousness of the cricket of to-day. It used to be play—the play that takes one away from one's self and brings sunshine and exhilaration—nowadays it is a task to be sternly, methodically, aye, relentlessly accomplished. The weekly tables of averages and the keen struggle for the championship has made a business of cricket. This Mr. Fry in effect says and I heartily endorse his views. Perhaps it is his intention to go a little further, and tell us all in good time how in his opinion this change is being wrought. Unless I am mistaken cricket professionals have always regarded the game as an avocational mode of earning a living. Some hundreds of capable professionals must also regard it as a more or less precarious way of earning a livelihood. The strike of the pros, at the Oval is too recent for us to overlook this phase of modern cricket. Not for a moment do I wish to anticipate Mr. Fry's opinions, but it would be most interesting to hear what he has to say concerning the amateur element in county cricket. The unpaid player can make his own choice; he can drop out of a team just when it suits him should he care to buy a piece of land, a yoke of oxen, or marry a wife. Should he, peradventure, choose to do either and forsake the game, the chances are that a professional player would find a berth. There is a deal of truth in what has been said about the toil and moil of first-class cricket, but I shall be very greatly surprised to learn that there is any widespread dissatisfaction amongst our amateurs as a class. It is for the benefit of the game that we should have a mixture of the two classes, amateurs and professionals, but that murmuring should come from the former concerning the exertions made upon them surprises me more than a little. In the lexicon of amateur cricket there should be no lasting place for the word imperative.

AMERICA'S TRIUMPH.

At the close of my letter I can only refer briefly to the wonderful successes achieved by the American athletes at Stamford Bridge grounds last Saturday. For once in a way the American athletes overshadowed our own, and long before the afternoon's sport was over one's thoughts went back to that ever-to-be-remembered gathering in 1881 when Myers romped away from our men in the quarter-mile championship. We were on our mettle that day, and thanks to Raby and Page-Phillips we held our own fairly well. But our American cousins last week showed us very plainly that we are not progressing nearly so fast on this side of the Atlantic as they are on the other. We may have a few good ones, but they have many. Ireland, indeed, cannot claim a single championship, and this after the glorious successes of Dennis Horgan, the Davins, Donovan, Leahy, Newburn, Flanagan, Harle, etc. There were too many brilliant performances accomplished for me to deal with in a single paragraph, and I must reserve detailed impressions for a future letter. Here, however, I must say that the men who impressed me most were Krauss, Baxter, and Duffy. Never have I seen anyone get over hurdles like the first-named, and I feel a little doubtful in my own mind whether or not I have watched a faster sprinter over 100 yards than Duffy. Baxter's high-jumping was something after the style of Byrd-Page's—a lot of spring and a bit of gymnastics. But he got over the bar at something over six feet, and that was a deal of doing. Duffy ran like a greyhound, and had won easily at 80 yards—looking

round, as a matter of fact. But the hurdle race—ten flights of hurdles in 120 yards—was something to remember for ever and aye. I will not enter into details now, however; they are worth a letter to themselves.

## INTIMATIONS.

THE SHARE LIST WILL CLOSE AT NOON ON THE 15TH AUGUST, 1900.

PROSPECTUS  
OF THE  
CHINA MATTING MANUFACTURING  
COMPANY, LIMITED.

CAPITAL ..... \$1,000,000  
(Hongkong Currency).  
Divided into 50,000 Shares of \$20 each, of which \$5 is payable on application and \$5 on allotment. The balance will be called up as required, probably \$5 in about 6 months and the balance about a year hence.

HEAD OFFICE ..... HONGKONG.

CONSULTING COMMITTEE:  
ROBERT SHERMAN, Esq., (Chairman),  
D. GILLIES, Esq., Hongkong and Whampoa Dock Co., Ltd.  
J. H. LEWIS, Esq., Messrs. Douglas, Lapraik & Co.  
CHAU TUNG SHANG, Esq.

GENERAL MANAGERS:  
SHEWAN, TOMES & CO.  
BANKERS:  
HONGKONG AND SHANGHAI BANKING CORPORATION.

THIS Company has been formed for the purpose of making by power-looms straw matting of the same description as that now produced by hand-looms in the neighbourhood of Canton (China).

The export of Matting from China to the United States has of late years become a most important trade, having risen in the last 10 years as follows:—

From 173,472 rolls shipped in 1889/1890 to 370,107 rolls shipped in 1898/1899 but, as usual, the quality of the goods has fallen away with the increased demand, while prompt delivery, to contract time, has become increasingly difficult.

Many attempts have been made to devise a loom which could be worked by steam to take the place of the crude hand-looms, used by the Chinese and Japanese, but success has only been attained by a loom which became the property of the Kobe Manufacturing Co. and which has since been brought to a high state of perfection by further inventions and improvements.

The promoters of this Company, having experimented with a small trial plant of 50 of these power-looms and introduced various further improvements suggested by their knowledge of the Matting trade and requirements of the market in the United States, are now satisfied that Matting made by such machinery must supersede that made by hand-looms, and have accordingly entered into an agreement with the Kobe Manufacturing Co. to acquire all the rights to the invention.

While experimenting with the 50 looms, some 10,000 rolls were made and shipped, and the reports on the later and better made shipments were all of a highly favorable and encouraging nature, the evenness of the fabric and the great improvement on the old hand-loom matting, especially as regards the selvage or edge, being particularly praised and commented on. One great difficulty was to get the machines to turn over the straw so as to produce a clean surface at the edges of the Matting; this difficulty was overcome some few months ago, and the looms can now, in the opinion of experts, turn out a perfect fabric.

As such power-looms can produce about 30 yards a day as against 6 yards produced by hand-looms, the saving in time is obvious, while the advantage of being able to rely on punctual delivery will be a great boon to dealers at home, who at present have to put up with much delay and loss of time in getting their goods.

The advantage is still more obvious to-day in view of the political unrest all over China and the great probability of the present troubles in the North spreading to the South, in which case the matting industry in the districts around Canton is likely to suffer to such an extent that it may take years to recover, matting being entirely dependent upon the labour of the peasant class when not engaged in their ordinary farm work.

It is proposed to erect a Factory capable of running 450 looms, producing about 100,000 rolls per annum, on which it is estimated, at the prices recently obtained in the United States for the Matting sent there for sale, there would be a net profit of at least \$11 per roll, or say \$150,000. In course of time further experience and economies will undoubtedly improve upon these figures.

The promoters of this Company have, as before stated, experimented with 50 looms, and having acquired from the Kobe Manufacturing Company all the rights to the invention, will transfer the same to the new Company together with 50 looms and other machinery, stock-in-trade, goodwill, &c., for \$350,000 (Hongkong currency), which amount will be taken by the Kobe Manufacturing Company and the promoters in shares.

The Capital of the Company, as far as can be roughly estimated, will be laid out in the following manner:—  
Land, Buildings and Machinery ..... \$470,000  
Working Capital ..... 180,000  
Kobe Manufacturing Company and Promoters for Rights, Goodwill and Machinery, including Engine and 50 Looms ..... 350,000  
Taken in Shares.

Prospectus and forms of application for shares may be obtained from the Company's Bankers or at the office of the General Managers, Hongkong, 31st July, 1900. [2114]

**CARMICHAEL & BARLOW,**  
CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS,  
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTE," Hongkong. Telephone, 232.  
H. F. CARMICHAEL,  
B. J. BARLOW.

Hongkong, 1st June, 1899. [1637]

VESSELS ON THE BERTH.  
CHINA NAVIGATION COMPANY,  
LIMITED.

FOR MANILA.  
THE Company's Steamship

"TSINAN,"  
Captain Anderson, will be despatched as above on MONDAY, the 20th August, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 30th July, 1900. [2102]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship

"TSINAN,"  
Captain Anderson, will be despatched on MONDAY, the 20th August, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa. For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 29th July, 1900. [2103]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA MANILA.

THE Company's Steamship  
"TEENKAL,"  
Davies, Commander, will be despatched as above on THURSDAY, the 23rd inst.  
For Freight, &c., apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 8th August, 1900. [2171]

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.  
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at Noon.  
GABRIEL (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at Noon.  
DONIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 1st September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.  
Hongkong, 7th August, 1900. [4]

NORDDEUTSCHER LLOYD.

REGULAR SERVICE



## VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORTS OF CALL	MALTA	Brit. str.	—	F. J. Cole	P. & O. S. N. Co.	On 18th inst. at Noon.
LONDON via SUEZ CANAL	RHIFRUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 21st inst.
LONDON via SUEZ CANAL	PROMETHEUS	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 4th Sept.
LONDON via SUEZ CANAL	JAVA	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On or about 6th Sept.
LONDON via SUEZ CANAL	GLAUCUS	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 18th Sept.
LIVERPOOL DIRECT	IXION	Brit. str.	—	E. Frohn	MELCHERS & CO.	On 18th Sept.
HEMEN via PORTS OF CALL	WEIMAR	Ger. str.	—	Durande	MESSAGERIES MARITIMES	On 23rd inst. at Noon.
MARSEILLES &c, via PORTS OF CALL	ERNEST SIMONS	Fren. str.	—	G. W. Babot	P. & O. S. N. Co.	On 27th inst. at 1 P.M.
MARSEILLES &c, via PORTS OF CALL	BANCA	Brit. str.	—	Davies	JARDINE, MATHESON & CO.	On or about 18th inst.
MARSEILLES &c, via PORTS OF CALL	TEENKAI	Brit. str.	—	J. MacKenzie	JARDINE, MATHESON & CO.	On 23rd inst.
MARSEILLES &c, via PORTS OF CALL	KANAGAWA MARU	Jap. str.	—	v. Binzer	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
MARSEILLES &c, via PORTS OF CALL	MARBURG	Ger. str.	—	Brann	CARLOWITZ & CO.	On or about 12th Sept.
MARSEILLES &c, via PORTS OF CALL	SIBIRIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 20th Sept.
MARSEILLES &c, via PORTS OF CALL	SAXONIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 30th Sept.
MARSEILLES &c, via PORTS OF CALL	SEBASTIA	Ger. str.	—	G. Costanzo	CARLOWITZ & CO.	On or about 12th Oct.
MARSEILLES &c, via PORTS OF CALL	FRANZ FREDERICK	Ger. str.	—	W. E. Craven	SANDER, WELLES & CO.	On or about 16th inst.
MARSEILLES &c, via PORTS OF CALL	ROCKWELL CASTLE	Brit. str.	—	Truebridge	DODWELL & CO. LIMITED	On or about 20th inst.
MARSEILLES &c, via PORTS OF CALL	INDRAVELLI	Brit. str.	—	G. D. Bowles, R.N.R.	JARDINE, MATHESON & CO.	On or about 24th inst.
MARSEILLES &c, via PORTS OF CALL	OLYMPIA	Brit. str.	—	J. W. Ekstrand	CANADIAN PACIFIC R. CO.	On 1st Sept.
MARSEILLES &c, via PORTS OF CALL	TARTAR	Brit. str.	—	O. P. Marshall, R.N.R.	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
MARSEILLES &c, via PORTS OF CALL	RIOJUN MARU	Jap. str.	—	W. Watt	CANADIAN PACIFIC R. CO.	On 29th inst.
MARSEILLES &c, via PORTS OF CALL	EMPEROR OF INDIA	Brit. str.	—	—	DODWELL & CO. LIMITED	On 25th inst.
MARSEILLES &c, via PORTS OF CALL	BRAEMAR	Brit. str.	—	—	TOYO KISEN KAISHA	On 16th inst. at Noon.
MARSEILLES &c, via PORTS OF CALL	NIPPON MARU	Jap. str.	—	—	PACIFIC MAIL S. S. CO.	On 25th inst. at Noon.
MARSEILLES &c, via PORTS OF CALL	CITY OF R. DE JANEIRO	Amr. str.	—	—	O. & O. S. S. Co.	On 1st Sept. at Noon.
MARSEILLES &c, via PORTS OF CALL	COTIC	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
MARSEILLES &c, via PORTS OF CALL	CARLEIGH CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MARSEILLES &c, via PORTS OF CALL	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
MARSEILLES &c, via PORTS OF CALL	TSINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
MARSEILLES &c, via PORTS OF CALL	KASUGA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst. at Noon.
MARSEILLES &c, via PORTS OF CALL	MUNCHEN	Ger. str.	—	—	MELCHERS & CO.	On 24th inst. at Noon.
MARSEILLES &c, via PORTS OF CALL	TAIYUAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, P.M.
MARSEILLES &c, via PORTS OF CALL	CHINA	Amr. str.	—	—	SANDER, WELLES & CO.	On 18th inst. at 4 P.M.
MARSEILLES &c, via PORTS OF CALL	ROSETTA	Brit. str.	—	—	P. & O. S. N. Co.	To-morrow.
MARSEILLES &c, via PORTS OF CALL	ALBION	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 25th inst. at Noon.
MARSEILLES &c, via PORTS OF CALL	FUTANI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On or about 17th inst.
MARSEILLES &c, via PORTS OF CALL	PABRAMATTA	Brit. str.	—	—	P. & O. S. N. Co.	On or about 24th inst.
MARSEILLES &c, via PORTS OF CALL	MALACCA	Brit. str.	—	—	P. & O. S. N. Co.	To-day, at 10 A.M.
MARSEILLES &c, via PORTS OF CALL	THALES	Brit. str.	—	—	DOUGLAS LARSEN & CO.	On 19th inst. at Daylight.
MARSEILLES &c, via PORTS OF CALL	MAIDZURU MARU	Jap. str.	—	—	MTSUI RUSSAN KAISHA	On 22nd inst. at Daylight.
MARSEILLES &c, via PORTS OF CALL	ANPIN MARU	Jap. str.	—	—	MTSUI RUSSAN KAISHA	To-day, at 5 P.M.
MARSEILLES &c, via PORTS OF CALL	MENMUIR	Brit. str.	—	—	SHEWAN, TOMES & CO.	To-morrow, at 4 P.M.
MARSEILLES &c, via PORTS OF CALL	SUNGKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst. at 4 P.M.
MARSEILLES &c, via PORTS OF CALL	TSINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
MARSEILLES &c, via PORTS OF CALL	ESMERALDA	Brit. str.	—	—	SHEWAN, TOMES & CO.	To-morrow, at 5 P.M.
MARSEILLES &c, via PORTS OF CALL	SUISANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 17th inst. at Noon.

## VESSELS ON THE BERTH

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 24th Aug., at DAYLIGHT.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE & BRISBANE.	FRIDAY, 24th Aug., at 4 P.M.
FUTANI MARU	NAGASAKI, KOBE and YOKO.	SATURDAY, 25th Aug., at NOON.
RIOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE and YOKOHAMA.	MONDAY, 27th Aug., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

Hongkong, 6th August, 1900. A. S. MIHARA, Manager. [12]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.	FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.
Steamer	Steamer
Tons	Tons
Captain	Captain
Proposed Sailing	Proposed Sailing

OLYMPIA	2,837	S. Truebridge	Sept. 1	BRAEMAR	8,601	W. Watt	Aug. 25
GLENOCLE	3,750	W. Frakes	Sept. 11	ARGYLE	2,907	W. S. Thomson	Sept. 20
				MONSHIRE	2,872	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table, Doctor and STEWARDNESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES, HONGKONG to NEW YORK, 24th.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route, HONGKONG to VICTORIA, TACOMA, or PORTLAND, 23rd.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 1st August, 1900. [10]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
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WEIMAR	THURSDAY	23rd August
PRINZ HEINRICH	THURSDAY	6th September
PREUSSEN	THURSDAY	20th September
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	3rd October
SACHSEN	WEDNESDAY	17th October
OLDENBURG	WEDNESDAY	31st October
BAIERN	WEDNESDAY	14th November
STUTTGART	WEDNESDAY	28th November
KONIG ALBERT	WEDNESDAY	12th December
PRINZ HEINRICH	WEDNESDAY	26th December

ON THURSDAY, the 23rd day of August, 1900, at Noon, the Steamship "WEIMAR," Captain E. Frohn, of the NORDDEUTSCHER LLOYD, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on THURSDAY, the 23rd August. Cargo and Specie will be received at the Agency's Office until Noon on WEDNESDAY, the 22nd August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 10th August, 1900. [8]

## NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LINDO CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897. [2025]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. FUNDAMENTALITY. Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

"EMPEROR OF INDIA." Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900.

"EMPEROR OF JAPAN." Comdr. G. E. O. Lee, R.N.R. WEDNESDAY, 26th Sept., 1900.

"EMPEROR OF CHINA." Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 9th August, 1900. [9]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI (PAERAMATTA) {About 17th August} Freight or Passage.

LONDON &c. (MALTA) {Noon, 18th August} See Special Advertisement.

YOKOHAMA via NA. (ROSETTA) {4 P.M., 18th August} (Passing through the Inland Sea). Freight or Passage.

GASAKI & KOBE (C. C. Talbot, R.N.R.) {August} Freight or Passage.

MARSEILLES AND BANCA {About 18th August} Freight.

SHANGHAI and MALACCA {About 24th August} Freight or Passage.

JAPAN (E. G. Andrews) {August} Freight or Passage.

LONDON (JAVA) {About 6th September} Freight or Passage.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd August, 1900. [1]

## HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.

(FREIGHT SERVICE). (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
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MARBURG	HAVRE & HAMBURG	{About 12th Sept} Freight
SIBIRIA	(London with transshipment in Hamburg)	{Sept} Freight and Passage
SAXONIA	(London with transshipment in Hamburg)	{Sept} Freight and Passage
SERBIA	(London with transshipment in Hamburg)	{Sept} Freight and Passage
SACHS	HAVRE & HAMBURG	{About 12th Oct} Freight

\* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO., Agents.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 26th July, 1900. [13]

## SHIPPING.

## ARRIVALS.

Aug. 12, HECTOR, British str., 3,000, J. Barr Shanghai 7th August, General.—BUTTERFIELD & SWIRE.

Aug. 13, BENLAWERS, British steamer, 1,493, Webster, Singapore 7th August, General.—GIBB, LIVINGSTON & CO.

Aug. 13, HANON, French str., 749, Pannier, Haiphong 3rd August and Hoihow 12th, General.—A. B. MARTY.

Aug. 13, ESMERALDA, British str., 965, G. T. Blaxland, Manila 10th August, General.—SHEWAN, TOMES & CO.

Aug. 13, SUNGKIANG, British str., 1,021, S. W. Moore, Manila 10th August, Sugar and Hemp.—BUTTERFIELD & SWIRE.

Aug. 13, SUTSANG, British str., 1,776, J. E. Todd, Calcutta 23rd July, Penang 1st August and Singapore 7th, General.—JARDINE, MATHESON & CO.

Aug. 13, TALLER, German str., 828, T. Calender, Saigon 7th August, Rice.—MEYER & CO.

Aug. 13, ALQUETTE, French cruiser, 900, Lieut. Aum Bello, Saigon 7th August.—ORDER.

Aug. 13, KUNDA, British transport, 1,944, O. Wills, Taku via Weihaiwei 8th August.—GOVERNMENT.

Aug. 13, ADMIRAL NAKHIMOFF, Russian cruiser, 9,000, Vavilovsky, Singapore 7th August.

Aug. 13, WARDHA, British transport, 3,976, W. Britton, Taku 7th August, Stores.—GOVERNMENT.

Aug. 13, CHOYANG, British str., 1,194, G. H. Bowker, Shanghai via Swatow 9th August, General.—JARDINE, MATHESON & CO.

Aug. 13, BENLID, British str., 1,480, R. Farquhar, Moji 6th August, Coal.—GIBB, LIVINGSTON & CO.

Aug. 13, ARMORE, British str., 1,697, John Murray, Barry (Wales) 27th June, Coal.—SMITH NAVAL STORES.

Aug. 13, ARAGONA, British battleship, 11,000, G. H. Cherry, E. M. Singapore 9th August.

Aug. 13, FUSHUN, British str., 1,504, W. H. Luat, Shanghai 10th August, General.—ORDER.

Aug. 13, ELLEPHOROS, British str., 1,312, Lyons, Penang and Singapore 7th August, General.—BUTTERFIELD & SWIRE.

Aug. 13, HALOONG, British str., 783, Bathurst Shanghai 10th August.—ORDER.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 13TH AUGUST.

Kirkdale, British str., for Weihaiwei.

Emma, German str., for Kiouchow.

Neuchang, British str., for Tamsui.

Clara, German str., for Hoihow.

Hiroshima Maru, Jap. str., for Kobe.

## DEPARTURES.

Aug. 12, KALGAN, British str., for Moji.

Aug. 12, SARPEDON, British str., for London.

Aug. 12, CHOWFA, German str., for Bangkok.

Aug. 12, HINBANG, British str., for Singapore.

Aug. 12, TAMSUI MARU, Jap. str., for Swatow.

Aug. 12, SHANGHAI, British str., for Shanghai.

Aug. 13, ANNAM, French str., for Europe.

Aug. 13, BORMIDA, Italian str., for Bombay.

Aug. 13, SIBIRIA, Ger. str., for Hamburg.

Aug. 13, WINGSANG, British str., for Canton.

Aug. 13, WANGBA, Brit. transport, for Calcutta.

Aug. 13, NUDDEA, Brit. transport, for Rangoon.

Aug. 13, WARDHA, British transport, for Calcutta.

## VESSELS IN DOCK.

ADERDEEN DOCK.—U.S.S. Monterey, Argus, U.S.S. Iris, Tainan, H.M.S. Otter, Airline, Pennsylvania.

COSMOPOLITAN DOCK.—Naushan, Stanfield.

## SHIPPING REPORTS.

The British steamer *Elvick*, from Moji 6th August, had light variable winds and fine weather.

The British steamer *Halooong*, from Shanghai 10th August, had light N.E. and E. winds and fine weather.

The British steamer *Choyang*, from Shanghai via Swatow 9th August, had light N.E. winds and fine weather.

The British steamer *Fushun*, from Swatow to port light westerly wind and fine clear weather.

The British steamer *Wardha*, from Shanghai 10th August, had light variable winds and smooth sea from port to port. Passed transport *Duke of Portland*, also I. M. *Canning*, off Ockley Island, bound N.E. on 12th August.

## VESSELS ON THE BERTH

THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship.

"MENMUIR." Captain Almond, will be despatched as above TO-DAY, the 14th August, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 13th August, 1900. [2187]



# **VESSELS ON THE BERTH** **CALIFORNIA AND ORIENTAL** **STEAMSHIP COMPANY.**

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.  
THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

"CARLISLE CITY" (On 14th Aug.  
at Noon.)  
"BELGIAN KING" 3,375 Tons, About 15th Sept.

THE Steamship "CARLISLE CITY"  
will be despatched for SAN DIEGO  
AND SAN FRANCISCO VIA SHANGHAI,  
MOJI, KOBE, YOKOHAMA AND HONO-  
LULU, on TUESDAY, the 14th August, at  
NOON.

Through Bills of Lading issued to any point  
in the United States.  
Cargo will be received on board until 5 p.m.  
the day previous to sailing. Parcel Packages  
will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of same is required.  
Consular Invoices, to accompany Cargo des-  
tined to points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.  
For further information as to Freight or  
Passage, apply to

BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, China and Japan.  
[14]  
HONGKONG, 14th August, 1900.  
EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"AIRLIE."

Captain George, will be despatched as above  
TO-MORROW, the 15th instant.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 11th August, 1900. [2103]

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM TO YOKOHAMA AND KOBE  
VIA KIOCHAU.

THE Company's Steamship

"CHINA."

Captain R. Mayer, will leave for the above  
places TO-MORROW, the 15th inst., P.M.

For Freight or Passage, apply to  
SANDER, WIELE & CO.,  
Agents.

Hongkong, 10th August, 1900. [2183]

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR

MANILA, SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, SUEZ, PORT SAID, PUEBLO  
AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL,  
to SOUTH AFRICA, CALCUTTA, MADRAS,  
PERSIAN GULF, RED SEA, BLACK  
SEA, LIAISON, MALTA, VENICE  
AND AFRICAN PORTS).

THE Company's Steamship

"FRANZ FERDINAND."

Captain G. Costanzo, will be despatched as  
above about THURSDAY, the 16th inst.

Silk and Valuables are transhipped on arrival  
at Bombay into an accelerated liner.  
For information as to Passage and Freight,  
apply to

SANDER, WIELE & CO.,  
Agents.

Hongkong, 11th August, 1900. [6]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS,  
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

THE Steamship

"MALTA."

Captain F. J. Cole, R.N., carrying Her  
Majesty's Mails, will be despatched from this  
for Bombay on SATURDAY, the 18th August,  
1900, at Noon, taking passengers and cargo for  
the above ports.

Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement), will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transshipment.

Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents and  
value of all packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.

For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 6th August, 1900. [1]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE"

will be despatched for the above port on or  
about the 20th August, and will be followed by  
the Steamship

"MARIA DE LARINAGA."

For Freight, apply to  
DODWELL & CO., Ltd.,  
Agents.

Hongkong, 4th August, 1900. [2054]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS."

Captain Dry, will be despatched as above on  
TUESDAY, the 14th September.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 27th July, 1900. [2083]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS."

Captain Barwise, will be despatched as above on  
TUESDAY, the 18th September.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 10th August, 1900. [2099]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at London Rates.

THE Company's Steamship

"IXION."

Captain Robinson, will be despatched as above on  
TUESDAY, the 18th September.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 14th July, 1900. [1863]

# **VESSELS ON THE BERTH** **TOYO KISEN KAISHA.**

TO SAN FRANCISCO VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu)

THURSDAY, Aug. 16,  
1900, at Noon.

AMERICA MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu)

TUESDAY, Sept. 11,  
1900, at Noon.

HONGKONG MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu)

SATURDAY, Oct. 6,  
1900, at Noon.

THE Twin Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO  
VIA SHANGHAI, NAGASAKI, KOBE,  
INLAND SEA, YOKOHAMA, AND HONO-  
LULU on THURSDAY, the 16th August,  
1900, at Noon, taking Freight and Passen-  
gers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER AND RIO GRANDE  
AND NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have, between  
San Francisco and Chicago, the option of  
the SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER AND RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 p.m.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 p.m. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

C. I. GORHAM,  
Acting Agent.

Hongkong, 23rd June, 1900. [5]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."

Captain Moore, will be despatched on  
FRIDAY, the 17th inst., at 4 p.m.

The attention of Passengers is directed to  
the Superior Accommodation offered by this  
Steamer. The First-class Saloon is situated  
forward of the Engines.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.

For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 9th August, 1900. [2176]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched as above  
on SATURDAY, the 18th inst.

The attention of Passengers is directed to  
the Superior Accommodation offered by this  
Steamer. The First-class Saloon is situated  
forward of the Engines.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 14th August, 1900. [2101]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).

THE Company's Steamship

"PROMETHEUS."

Captain Dry, will be despatched as above on  
TUESDAY, the 14th September.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 27th July, 1900. [2083]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS."

Captain Barwise, will be despatched as above on  
TUESDAY, the 18th September.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 10th August, 1900. [2099]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at London Rates.

THE Company's Steamship

"IXION."

Captain Robinson, will be despatched as above on  
TUESDAY, the 18th September.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 14th August, 1900. [2181]

# **VESSELS ON THE BERTH** **THE OSAKA SHOSHEN KAISHA,** **LIMITED.**

FOR SWATOW, AMOY, AND  
TAMSU.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the  
above ports on SUNDAY, the 19th August,  
at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 13th August, 1900. [15]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR SWATOW, AMOY, AND  
TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain S. Atami, will be despatched for the  
above ports on WEDNESDAY, the 22nd  
August, at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 8th August, 1900. 1443

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO  
(via Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu)

SATURDAY, Aug. 25,  
at Noon.

CITY OF PEKING (via  
Shanghai, Nagasaki, Kobe,  
Inland Sea, Yokohama,  
and Honolulu)

TUESDAY, Sept. 18,  
at Noon.

CHINA (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama,  
and Honolulu)

SATURDAY, Oct. 13,  
at Noon.

THE Company's Steamship "CITY OF  
RIO DE JANEIRO" will be despatched  
for SAN FRANCISCO, VIA SHANGHAI,  
NAGASAKI, KOBE, INLAND SEA,  
YOKOHAMA AND HONOLULU, on SA-  
TURDAY, the 25th August, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER AND RIO GRANDE,  
AND NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have, between  
San Francisco and Chicago, the option of  
the SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER AND RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 p.m.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 p.m. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

C. I. GORHAM,  
Acting Agent.

Hongkong, 6th August, 1900. [3]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, MADRAS,  
CALCUTTA, DIBOUT, EGYPT,  
MARSEILLE, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 27th August, 1900,  
at 1 p.m. the Company's Steamship  
"ERNEST SIMONS," Captain Durande,  
with Mails, Passengers, Specie and Cargo,  
will leave this port for MARSEILLE via  
ports of call, WITHOUT TRANSHIP-  
MENT.

Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 p.m.  
Specie and Parcels until 3 p.m. on the 26th  
instant. (Parcels are not to be sent on board;  
they must be left at the Agency's Office.) Con-  
tents and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 14th August, 1900. [2]

# **NOTICES TO CONSIGNEES.** **STEAMSHIP "YARRA."**

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London  
or Havre or s.s. *Tigre* and Bordeaux  
or s.s. *Ville de Cotte*, in connection with above  
Steamer, are hereby informed that their goods,  
with the exception of Opium, Treasure and  
Valuables, are being landed and stored at their  
risks into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon TO-DAY, the 12th instant,  
requesting it to be landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining undelivered after  
MONDAY, the 20th instant, at Noon, will  
be subject to rent and landing charges.

All claims must be sent in to me on or before  
MONDAY, the 20th instant, or they will not be  
recognized.

All damaged packages will be examined on  
MONDAY, the 20th inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 12th August, 1900. [2]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersign-  
ature, and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk



## POST OFFICE NOTICES.

The City of Rio de Janeiro, with the American Mail, dated 19th inst., left Yokohama on Friday, the 10th inst., at daylight, and may be expected here on or about Saturday, the 18th inst. The City, with the American mail dated 26th ult., left Yokohama on Tuesday, the 14th inst., at daylight, and may be expected here on or about Wednesday, the 22nd inst.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Shanghai, Kobe, Yokohama, San Diego, and San Francisco	Carlisle City	Tuesday, 14th, 11.00 A.M.
Manila	Manila	Tuesday, 14th, 4.00 P.M.
Amoy, Foochow, Shanghai, Moji, Kobe, Yokohama, Victoria, and Vancouver B.C.	Turtur	Tuesday, 14th, 5.00 P.M.
Shanghai	Hector	Tuesday, 14th, 5.00 P.M.
Shanghai	Ision	Tuesday, 14th, 5.00 P.M.
Moji, Kobe, Yokohama, Victoria, and Tacoma	Breconshire	Wednesday, 15th, 11.00 A.M.
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.	Changsha	Wednesday, 15th, 3.00 P.M.
Iloilo and Cebu	Emeralda	Wednesday, 15th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU, AND SAN FRANCISCO	Nippon Maru	Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.) Letters, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)	Suisang	Friday, 17th, 11.00 A.M.
EUROPE, S.E. India via Tutuicoria	Malla	Saturday, 18th, 8.00 A.M. Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.) Letters, 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Walmar	Thursday, 23rd, 10.00 A.M. Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.) Letters, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)	Empress of India	Wednesday, 29th, 10.00 A.M. Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.) Letters, 11.00 A.M.

## COMMERCIAL.

## CLOSING QUOTATIONS.

MONDAY, 13th August.

ON LONDON—	
Telegraphic Transfer	2.04
Bank Bills, on demand	2.04
Bank Bills, at 30 days sight	2.04
Bank Bills, at 4 months sight	2.04
Credits, at 4 months sight	2.04
ON PARISE—	
Telegraphic Transfer	2.53
Bank Bills, on demand	2.53
Bank Bills, at 30 days sight	2.53
Bank Bills, at 4 months sight	2.53
Credits, at 4 months sight	2.53
ON GERMANY—	
Telegraphic Transfer	2.06
Bank Bills, on demand	2.06
Bank Bills, at 30 days sight	2.06
Bank Bills, at 4 months sight	2.06
Credits, at 4 months sight	2.06
ON NEW YORK—	
Telegraphic Transfer	1.51
Bank Bills, on demand	1.51
Bank Bills, at 30 days sight	1.51
Bank Bills, at 4 months sight	1.51
Credits, at 4 months sight	1.51
ON CALCUTTA—	
Telegraphic Transfer	1.51
Bank Bills, on demand	1.51
Bank Bills, at 30 days sight	1.51
Bank Bills, at 4 months sight	1.51
Credits, at 4 months sight	1.51
ON SHANGHAI—	
Telegraphic Transfer	7.14
Bank Bills, on demand	7.14
Bank Bills, at 30 days sight	7.14
Bank Bills, at 4 months sight	7.14
Credits, at 4 months sight	7.14
ON YOKOHAMA—	
Telegraphic Transfer	1.1 p.c.m.
Bank Bills, on demand	1.1 p.c.m.
Bank Bills, at 30 days sight	1.1 p.c.m.
Bank Bills, at 4 months sight	1.1 p.c.m.
Credits, at 4 months sight	1.1 p.c.m.
ON MANILA—	
Telegraphic Transfer	2.1 p.c.m.
Bank Bills, on demand	2.1 p.c.m.
Bank Bills, at 30 days sight	2.1 p.c.m.
Bank Bills, at 4 months sight	2.1 p.c.m.
Credits, at 4 months sight	2.1 p.c.m.
ON SINGAPORE—	
Telegraphic Transfer	3.1 p.c.m.
Bank Bills, on demand	3.1 p.c.m.
Bank Bills, at 30 days sight	3.1 p.c.m.
Bank Bills, at 4 months sight	3.1 p.c.m.
Credits, at 4 months sight	3.1 p.c.m.
ON BATAVIA—	
Telegraphic Transfer	1.1 p.c.m.
Bank Bills, on demand	1.1 p.c.m.
Bank Bills, at 30 days sight	1.1 p.c.m.
Bank Bills, at 4 months sight	1.1 p.c.m.
Credits, at 4 months sight	1.1 p.c.m.
ON HONGKONG—	
Telegraphic Transfer	3.1 p.c.m.
Bank Bills, on demand	3.1 p.c.m.
Bank Bills, at 30 days sight	3.1 p.c.m.
Bank Bills, at 4 months sight	3.1 p.c.m.
Credits, at 4 months sight	3.1 p.c.m.
ON HONGKONG—	
Telegraphic Transfer	3.1 p.c.m.
Bank Bills, on demand	3.1 p.c.m.
Bank Bills, at 30 days sight	3.1 p.c.m.
Bank Bills, at 4 months sight	3.1 p.c.m.
Credits, at 4 months sight	3.1 p.c.m.

## OPIUM.

Quotations are—	Allow 5% net, to 1 catty.
Malwa Old	8880 to 8890 per picul.
Malwa New	8900 to 8910 "
Malwa Older	8930 to 8940 "
P. P. per wrapped	8870 to "
Persian fine quality	8910 to "
Persian extra fine	8950 to "
Patna New	8975 to "
Patna Old	8975 to "
Bombay New	8975 to "
Bombay Old	8975 to "

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
The O. & O. steamer *Capitola*, with mails, &c., from San Francisco to the 26th ult., via Honolulu, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanghai on Tuesday morning, the 14th inst.  
The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left Yokohama for this port via Inland Sea, Kobe, Nagasaki and Shanghai on the 10th inst.  
The T. K. K. steamer *America Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 10th inst.  
The C. P. E. steamer *Empress of India* left Vancouver for Hongkong via usual ports of call on Monday, the 30th July.  
**MERCANTILE STEAMERS.**  
The Austrian Lloyd's steamer *Franz Ferdinand* left Moji for this port on Thursday, 9th inst.  
The Austrian Lloyd's steamer *China* left Singapore for this port on Thursday, 9th inst.  
The N. Y. K. steamer *Rioja Maru* (American Line) left Kobe via Moji for this port on the 9th inst., and is expected to arrive here on the 15th inst.  
The steamer *Brand*, from New York, left Manila for this port direct on the 11th instant at 10 a.m.  
The N. P. steamer *Bromar* has arrived at Yokohama, and sailed for this port on the 13th inst.  
The N. P. steamer *Glenogle* sailed from Tacoma for Japan and Hongkong on the 9th inst.

## PASSED THE CANAL.

Outward—3rd July—China, Raffle, Mouss, Larrington, 6th July—Anglo, Kirkdale, Emma, 10th July—Campanella, 13th July—Daguerre, Otsu, Kanachi, Maru, 20th July—Daguerre, 24th July—Astoria, Mogul, Rodolphine, Rosetta, Singapore, Yarrow, 27th July—Machon, Bino Maru, Malacca, Lady Joice, 31st July—India, Preuss, Moreau, 3rd August—Ching Wo, Kara, Salate, Marquis, Paquachem, Tambo

## JOINT STOCK SHARES.

HONGKONG, 13th August.

STOCKS.	No. OF SHARES.	ISSUE PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>				
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30 1/2 div. & 10% bonus at 1/11/94 = \$23.33 1/3 for 2nd half year '99
Bank of China & Japan, Ltd.	100,875	25	25	21.
Do. Deceased	1,250	21	21	23.58.
National Bank of China, Ltd.	29,955 B	210	210	28 for 1899
Do. Founders' Shares	750 shares	21	21	28 1/2 for 1899 = \$1.36 for 1899
<b>MARINE INSURANCES.</b>				
Union Ins. Society, Ltd.	10,000	\$230	\$230	38 p. ct. = \$18 for 1898
China Traders Ins. Co., Ltd.	24,000	\$813.33	\$813.33	10 p. ct. for 1898 = \$2.44
North China Ins. Co., Ltd.	5,000	4100	425	11s. 10s. sellers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	\$6 = 10 p. ct. for 1897
Canton Ins. Office, Ltd.	10,000	\$250	\$250	\$11 for 1898
Strait Ins. Co., Ltd.	30,000	\$100	\$100	5 p. ct. for 1893
<b>FIRE INSURANCES.</b>				
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1898
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$24 for 1898
<b>SHIPPING.</b>				
Hongkong, Canton and Swatow S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 30/6/1900
Indo-China S. S. Co., Ltd.	60,000	210	210	6 p. ct. 42 p. ct. bonus for 1899
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	20 p. ct. for 1899
Do. do.	14,000	\$50	\$50	10 p. ct. old Capital
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. ct. for year ended 30/6/1900
China Mutual S. S. Co., Ltd.	20,000	210	210	10 p. ct. 42 p. ct. bonus for 1899
Do. Ordinary	20,000	210	210	10 p. ct. 42 p. ct. bonus for 1899
Do. do.	20,000	210	210	10 p. ct. 42 p. ct. bonus for 1899
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p. ct. for year ended 30/6/1900
Shell Transport & Trading Co., Limited	18,000	2100	2100	Int. of 5 p. cent on account of 1900
<b>REFINERIES.</b>				
China Sugar Refining Company, Limited	20,000	\$100	\$100	Final of \$5 = \$7 for '00 taken out of Equival.
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897
<b>MINING.</b>				
Tungmin Mining Co., Ltd.	60,000	\$8	\$8	None
Do. Preference	30,000	\$1	\$1	None
Sociedad Espanola de Carbones de Tonkin	10,000	2500	2500	None
Queens Mines, Limited	400,000	2500	2500	None
Jelchu Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year end 31/7/94 (coupon 9)
Ramb Australian Gold Mining Co., Limited	200,000	41	1010	15 shilling 51 cts. 10th div. on 7/7/90
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None
Great Eastern and Colonial Gold Mining Co., Ltd.	140,000	\$4	\$4	First year
Do. Preference	70,000	\$1	\$1	None
<b>DOCK, WHARVES, &amp; C.</b>				
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	5 p. ct. 42 p. ct. bonus for year ended 31/12/99
Hongkong and Kowloon Wharf & G. Co., Ltd.	20,000	\$50	\$50	10 p. ct. for 1899
Wanchai Wharves and Storage Co., Ltd.	2,000	\$100	\$100	Int. of 5 p. cent on account 1900 = 22 p. ct. for 1899
New Amoy Dock Co., Ltd.	6,000	\$60	\$60	22 p. ct. for 1899
<b>LANDS, HOTELS &amp; B.</b>				
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Int. 3 p. cent on account 1900
West Point Building Company, Limited	12,500	\$50	\$50	\$30 Int. \$1.00 on acct. 1900
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 31/12/99
Humphreys Est. & Fin. Co.	55,000	\$10	\$10	5 p. ct. for 1899
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	17,500	11010	11010	3 p. ct. for period ending 31/10/97
Internat'l. Cot. Mfg. Co., Ltd.	10,000	11010	11010	3 p. ct. on account 98
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	11010	11010	4 p. ct. on account 98
Soy Chee Cotton Spinning Company, Ltd.	2,000	11010	11010	4 p. ct. for 1899
Yahloong Cotton Spinning & Weaving Co., Ltd.	7,500	11010	11010	4 p. ct. for 1899
Wong & Dye Co., Ltd.	12,000	\$100	\$100	None
<b>MISCELLANEOUS.</b>				
Green Island Cement Co.	50,000	\$10	\$10	10 p. c. for 1900 on Cap.
China Borneo Co., Ltd.	7,500	\$20	\$20	None
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final of 6 p. ct. making 11 p. ct. for '99
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cents per share.
Hongkong and China Gas Company, Limited	7,000	210	210	9 p. ct. for 1899
Hongkong Ice & Cold Storage Co., Ltd.	10,000	\$50	\$50	\$10 for 1898
Hongkong Cold Storage Co., Ltd.	6,000	\$25	\$25	15 p. ct. for 1899
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	Int. 5 p. c. on acct. 1900
Dairy Farm Co., Ltd.	10,000	\$71	\$71	6 p. ct. for year ended 31/7/94
Carmichael & Co., Ltd.	2,000	\$25	\$25	\$20 for 1899
Hk. & China Bakery Co., Ltd.	600	\$50	\$50	15 p. ct. for 1899
Bull's Head & Co., Ltd.	10,000	\$10	\$10	12 p. ct. for 1899
United Asiatic Oriental Agency, Limited	100,000	\$10	\$10	75 p. ct. year ended 31/7/90
Tebrau Planting Co., Ltd.	10,000	\$5	\$5	None
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	80 cents for period ending 31/12/94
Watkins, Limited	1,000	\$10	\$10	8 p. ct. for 1899
Universal Trading Co.	50,000	\$20	\$20	None

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 12th AUGUST, P.M.

REGISTER, 12th AUGUST, a.m.									
STATION.	Hour.	Barometer. Reduction level and age.	Thermom- eter.	Humidity.	Wind- Direction.	Wind- Force.	Weather.		
Vladivostok	2 p.	—	—	—	—	—	—		
Yokohama	"	29.82	85	80	SW	4	b		
Kobe	"	29.87	85	80	W	4	c		
Nagasaki	"	29.87	85	80	W	4	c		
Kagoshima	"	29.87	85	80	W	4	c		
Tsushima	1 p.	29.70	—	—	W	4	b		
Yokohama	"	29.70	—	—	NW	4	c		
Kobe	"	29.78	—	—	W	4	c		
Nagasaki	"	29.80	—	—	NW	4	c		
Kagoshima	"	29.79	—	—	W	3	c		
Tsushima	3 p.	—	85	80	W	3	b		
Sharp Peak	"	29.70	80	78	SE	2	b		
Amoy	"	29.75	80	78	E	3	c		
Swatow	"	29.78	88	—	—	—	—		
Canton	"	29.72	90	75	NW	1	b		
Hongkong	4 p.	29.71	80	70	SE	1	c		
Victoria Peak	"	—	—	—	—	—	—		
Gap Rock	"	29.71	—	—	ENE	1	c		
Macao	1 p.	29.71	84	—	SE	1	e		
Haiphong	1 p.	—	—	—	—	—	—		
Manila	4 p.	29.69	80	78	W	1	c		
Malate	3 p.	—	—	—	W	1	c		
Bacolod	"	—	—	—	—	—	—		
Iloilo	"	29.09	80	N	3	0	c		
Cebu	"	29.73	83	—	SW	3	c		
C. S. James	"	—	—	—	—	—	—		
13th AUGUST, a.m.									
Vladivostok	7 a.	—	—	—	—	—	—		
Yokohama	10 a.	—	—	—	—	—	—		
Kobe	"	—	—	—	—	—	—		
Nagasaki	"	—	—	—	—	—	—		
Kagoshima	"	—	—	—	—	—	—		
Tsushima	5 a.	29.75	—	—	SE	4	c		
Yokohama	"	29.71	—	—	—	0	c		
Kobe	"	29.73	—	—	—	0	c		
Nagasaki	"	29.73	—	—	—	0	c		
Kagoshima	"	29.75	84	87	N	6	c		
Tsushima	9 a.	29.80	85	83	SE	3	b		
Sharp Peak	"	29.74	85	83	NE	2	c		
Amoy	"	29.73	85	79	—	—	—		
Swatow	"	29.73	88	—	NW	1	b		
Canton	"	29.80	88	84	—	0	c		
Hongkong	10 a.	29.77	88	84	—	0	c		
Victoria Peak	"	—	—	—	—	—	—		
Gap Rock	"	29.71	—	—	N	1	c		
Macao	"	29.71	84	—	ENE	2	c		
Haiphong	7 a.	—	—	—	NW	—	—		
Manila	10 a.	29.69	84	85	S	1	c		
Malate	9 a.	—	—	—	W	2	c		
Bacolod	"	—	—	—	W	4	c		
Iloilo	"	29.73	84	—	W	2	c		
Cebu	"	29.77	85	—	sw	4	c		
C. S. James	7 a.	—	—	—	—	—	—		